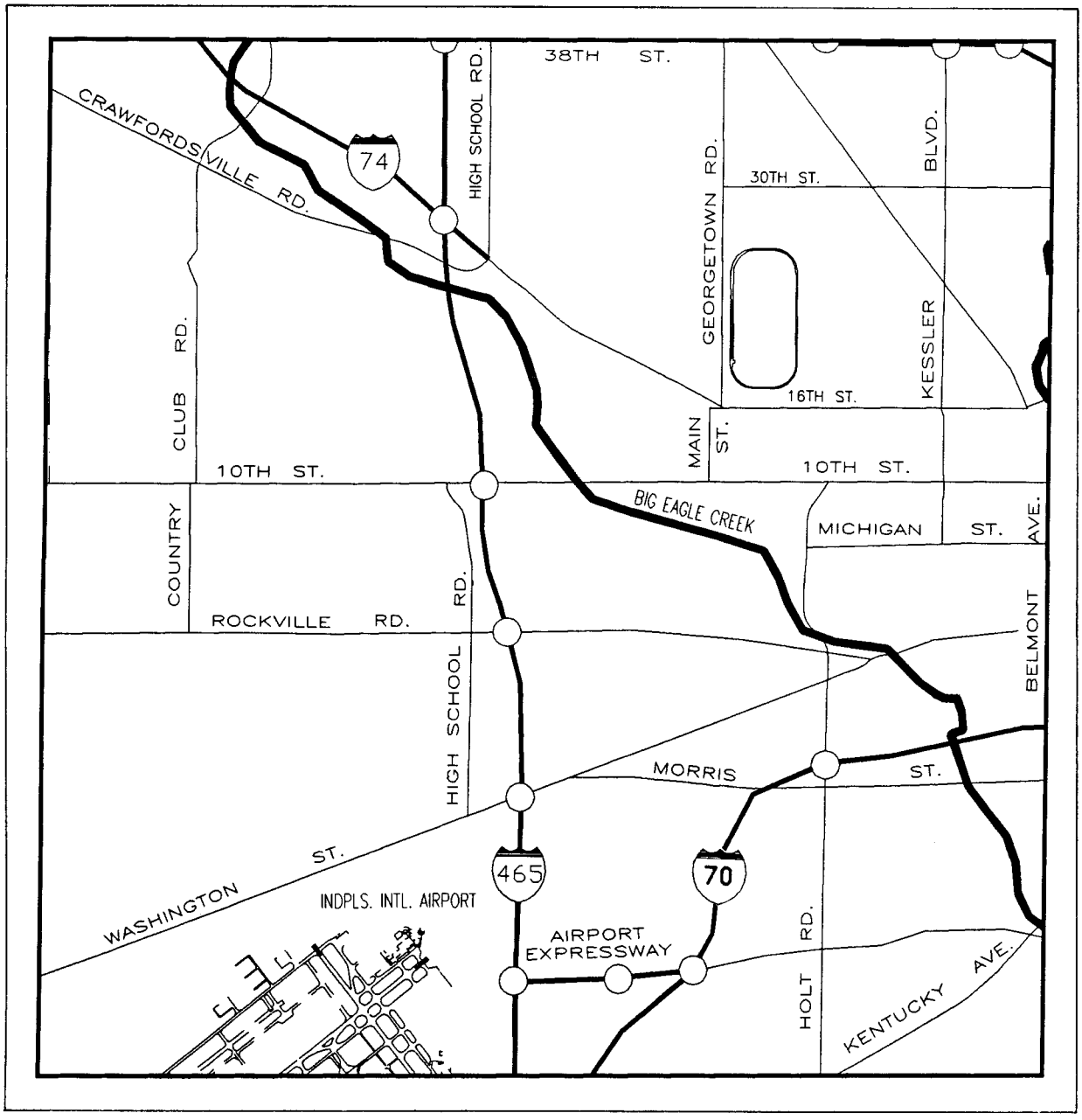
WAYNE TOWNSHIP
COMPREHENSIVE PLANNING STUDY



DATA INVENTORY 1992

DEPARTMENT OF METROPOLITAN DEVELOPMENT
Division of Planning
INDIANAPOLIS-MARION COUNTY, INDIANA

WAYNE TOWNSHIP
COMPREHENSIVE PLANNING STUDY
DATA INVENTORY

A Collection of Information
to Begin the Wayne Township
Comprehensive Planning Study

City of Indianapolis-Marion County
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August 10, 1992

CITY OF INDIANAPOLIS

SUITE 2001 CITY COUNTY BUILDING

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STEPHEN GOLDSMITH
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DEPARTMENT OF METROPOLITAN DEVELOPMENT
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August 10, 1992

Dear Wayne Township Citizens:

This Wayne Township Data Inventory presents background materials that will be useful in the preparation of the Wayne Township Comprehensive Planning Study. The result of the Planning Study will be the revision of the 1984 Wayne Township Comprehensive Plan.

The Wayne Township Comprehensive Planning Study will provide a public forum for a discussion of the opportunities and the issues in this developing area. The township realized a 26% increase in population from 1960 to 1990. About 80% of the land area is currently developed, and the remainder will present important development decisions over the next 20 years. In addition, unique planning challenges will accompany the future development of the United Airlines maintenance facility at the Indianapolis International Airport. The decisions that are being made now will impact the quality of life for Wayne Township residents well into the future.

During this study all Wayne Township citizens will have the opportunity to participate in the planning process. The following materials provide a common base of knowledge to begin these important discussions. Additional information regarding participation in the Wayne Township Comprehensive Planning Study can be obtained from the City of Indianapolis, Department of Metropolitan Development, Division of Planning. Please contact Jay Getz, Wayne Township Planning Study Coordinator, at 327-5151.

Sincerely,

Leslie R. Rubin, Ph.D., Administrator

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INTRODUCTION

THE PURPOSE OF TOWNSHIP PLANNING

The purpose of planning in Wayne Township is to ensure the preservation, redevelopment and enhancement of existing development while encouraging efficient and orderly new growth. Through the efforts of the city and the residents of the township, a plan can be developed with specific guidelines for the coordination of resources, the reinforcement of township goals, and the realization of township residents' ideas. When the township plan is finalized by the township residents' Planning Advisory Committee and officially adopted by the Metropolitan Development Commission, it becomes a guide for implementing public improvement programs, making decisions on zoning cases, inviting private investment, and creating an orderly land use pattern for the development of the township.

The township plan is a detailed plan of a part of Marion County. This plan is a refinement of the overall Comprehensive Plan. Since its major function is to guide development, the plan does not mandate action, but outlines the necessary steps to action. Township planning seeks to guide both short-term and long-range improvements, but is focused principally on those changes which may require considerable time and effort to accomplish.

A vital part of township planning is the involvement of the residents. Township residents express their needs and desires, which are then examined and interpreted through an organized process with the active participation of those same residents. The township's assets, problems, and community resources are researched, and recommendations for improvement are formulated. Meaningful goals, policies, plans, and programs result when citizens, planners, and local interest groups exchange information. The end product is a consensus document reflecting a partnership between the township residents and the city. The township plan sets the stage for continuing community-government relations and identifies the steps required for implementation over a 20-year period.

THE PROCESS

The staff of the Division of Planning, Department of Metropolitan Development, will prepare the Wayne Township Comprehensive Plan together with other city agencies, the Wayne Township Planning Advisory Committee and other interested groups and individuals. The process includes the following principal steps:

1) preparation of a data inventory;
2) identification of township assets/problems;
3) establishment of township issues/goals;
4) preparation of planning recommendations;
5) review and update of planning recommendations;
6) preparation of a general land use plan;
7) preparation of the final plan;
8) adoption of the plan by the Metropolitan Development Commission.

SUMMARY

Wayne Township is located in western Marion County, and is over 30,000 acres in size. Since 1980, the total population of Wayne Township has increased by approximately two percent. The western portion of the township experienced substantial growth during the 1960's, 1970's, and 1980's. The eastern part of Wayne Township, on the other hand, saw little growth during the 1960's, and lost population during the 1970's and 1980's. Wayne Township's remaining undeveloped land is scattered throughout the western third of the township. The development of a revised Wayne Township Comprehensive Plan begins with the distribution of this Data Inventory.

DEMOGRAPHIC PROFILE (1990 Population: 125,699)

Population Growth

Between 1960 and 1970 Wayne Township's population grew at a rate of 27%, nearly double the growth rate for Marion County. Between 1970 and 1980 the township's rate of growth declined to -3%. That decline has been reversed between 1980 and 1990, when the population increased by 2%. Most of the decline in population is within or near the old Indianapolis City limits.

Age

The greatest amount of growth with regard to age groups has occurred in the older age groups, particularly persons over 60. There has been a decrease since 1970 in the number of children from pre-school through age 19. Between 1960 and 1990, the population aged 20 to 59 increased by 42%.

Education

Wayne Township residents have followed the national trend toward increasing the level of educational attainment. Between 1960 and 1980 the number of Wayne Township residents over the age of twenty-five with at least one year of college education increased by 168%. Conversely, the number with less than a high school education dropped by 17%.

Income

On average, Wayne Township residents have consistently earned less than the average income for Marion County. Also, income growth has been lower than the rate for Marion

County. Compared with other townships Wayne ranks eighth in per-capita income (1987 data).

Housing

Between 1960 and 1990, Wayne Township gained 22,780 occupied housing units for a total of 50,983 occupied housing units. The rate of increase, however, has slowed from a 40% increase in the 1960's to an 8% increase in the 1980's.

LAND USE CHANGES

Vacant Land

From 1972 to 1992, approximately 6,055 acres of vacant land were developed, reducing the amount of undeveloped land in the township from 12,387 acres (40% of total township acreage) to 6,331 acres (20% of the total).

Residential Land Use

From 1972 to 1992, residential land use increased by 34% (3,062 acres). Residential land uses accounted for 29% of the township's total land in 1972, and 39% of the total in 1992.

Commercial Land Use

Land used for commercial purposes increased by 52% between 1972 and 1992. Nearly 517 acres were converted to some type of commercial use during that period, bringing the portion of Wayne Township land used commercially to 5% of the total.

Industrial Land Use

Land used for industry increased 75%, from 1,793 acres in 1972 to 3,135 acres in 1992. About 10% of the township's total acreage was devoted to industrial land uses in 1992.

Public and Semi-Public Land Use

Public and semi-public land uses (e.g., schools, Indianapolis International Airport, and parks) accounted for 1,135 more acres in 1992 than in 1972, resulting in a 16% increase for that land use category. Its share of the township's total land acreage increased only slightly,

from 22% in 1972 to 26% in 1992. The 26% figure, relatively high compared to other Marion County townships, is due primarily to the existence of the Indianapolis International Airport.

ZONING CHANGES

Residential Category

Residentially zoned areas in Wayne Township increased by 856 acres between 1971 and 1992, a 7% increase. In terms of raw acreage, a great majority of this zoning activity was concentrated in low density (single-family) districts. Medium density (multi-family) residential zoning also increased significantly in terms of acreage with a net addition of 243 acres over the same period.

Commercial Category

Land zoned for commercial purposes increased by 976 acres (46%), largely as a result of a 750-acre increase in the amount of land zoned for retail use. By 1992, land commercially zoned accounted for 10% of the township total.

Industrial Category

A total of 6,047 acres were zoned for industrial uses by 1992, compared to 6,153 acres in 1971. In 1992 the majority of the industrially zoned land (5,129 acres) was zoned for heavy industrial use.

Public and Special Use Category

Acreage devoted to public and semi-public, or special use, zoning increased from 4,980 acres in 1971 to 5,249 acres in 1992. Most of this increase was due to the expansion of the Indianapolis International Airport.

Agricultural Category

Agriculturally zoned land acreage declined nearly 38%, from 5,255 acres in 1971 to 3,259 acres in 1992. Agricultural districts accounted for only 10% of the township's total acreage by 1992.

LAND USE, ZONING, AND 1984 COMPREHENSIVE PLAN COMPARISONS

Residential Use

As of 1992, 1,431 more acres were zoned for residential development than were actually developed. However, less land was zoned or developed for residential uses than was recommended by the 1984 Comprehensive Plan. The 1984 Comprehensive Plan recommends that 16,253 acres be developed eventually for residential use (52% of the township). In 1992 residential uses occupied 39% of the township.

Commercial Use

In 1992, 1,508 acres were used for commercial purposes. The 1984 Comprehensive Plan recommends that 1,865 acres eventually be occupied by commercial uses. Yet 3,114 acres are already commercially zoned. The 2,671 acres zoned for retail commercial use alone is greater than the number of acres recommended by the plan for all commercial uses.

Industrial Use

The amount of land zoned for industry also exceeds the amount planned for industry in 1992 (6,046 acres zoned compared to 5,127 acres planned). Only 3,134 acres were actually developed industrially in 1992.

Public, Semi-Public, and Special Uses

Slightly more land is developed for public or semi-public use than is recommended in the 1984 Comprehensive Plan (8,119 acres used versus 7,979 acres recommended). Much more land is planned for public or semi-public use than is zoned (5,249 acres). This is due mostly to the interpretation of the 1984 Comprehensive Plan's "Urban Conservation" land category as "semi-public"--a potentially misleading interpretation (see p. 59). In addition, the amount of land zoned for public and semi-public streets are not included (2,437 acres in 1992). Regardless of which data are used, public and semi-public lands account for a substantial portion of the total township acreage.

Agricultural Use

Approximately 10% of the total township acreage was zoned agriculturally in 1992. The Comprehensive Plan assumes full development, with no agricultural land remaining. As of 1992, 6,337 acres remained undeveloped, with most of that being utilized for agriculture.

TRANSPORTATION SYSTEM

Wayne Township's street system is designed in a basic grid-like pattern. The primary roadways that move traffic in and out of the downtown area are Lafayette Road, 16th Street, 10th Street, Michigan Street, Washington Street, I-70, Morris Street, and State Road 67.

Public Transit

The Indianapolis Public Transportation Corporation (Metro) currently operates eleven bus routes that serve Wayne Township, including two express bus routes and five park-and-ride locations.

Bridges

There are 72 bridges in the township, five of which have sufficiency ratings considered to be unsatisfactory.

High Accident Locations

Of Marion County's 40 intersections with the highest accident rates, 10 are in Wayne Township. These intersections are identified as needing further study for safety considerations.

Wayne Township Network Performance

By the year 2005, it is expected that there will be significantly more congestion than exists today. Priority improvements proposed in the Official Thoroughfare Plan will help minimize this increase in congestion. However, in order to maintain today's level of service, that plan will have to be amended and further improvements will be necessary.

Planned Roadway Improvements

In 1992 there are 10 specific projects proposed for Wayne Township during the 1993-1997 transportation program period. These projects include Indianapolis International Airport Improvements and widening of part of 38th Street. The total project cost during the five-year program period is estimated at $127,775,666, 99% of which will be spent on the airport transportation improvements. (Funding for airport improvements comes from a different federal source than funding for other Marion County roadway improvements. Thus, other township improvements do not compete with the airport for the same federal funds.)

WAYNE TOWNSHIP PUBLIC SCHOOL SYSTEM AND PUBLIC SAFETY SERVICES

The Wayne Township Schools

Fourteen schools are operating within the Wayne Township Metropolitan School District in 1992. Nine Indianapolis Public Schools and six Speedway Schools are also located in Wayne Township, as well as nine private schools.

Police and Fire Service

Police protection in Wayne Township is provided by the City of Indianapolis, the Town of Speedway, and the Marion County Sheriff's police. Fire protection services in Wayne Township are provided by several departments. There are a total of ten fire stations located in Wayne Township--five are operated by the Wayne Township Volunteer Fire Department, two by the Town of Speedway Fire Department, and three by the Indianapolis Fire Department. Emergency medical services are provided through all of the departments.

DEVELOPMENT DETERMINANTS IN WAYNE TOWNSHIP

Development determinants are natural and man-made factors contributing to the amount, type, and direction of development in a community.

Soils

Soil information indicates that a substantial portion of Wayne Township land developed by 1992 is rated "severe" for urban development by the USDA Soil Conservation Service. The "severe" rating is attributable to a high water table, slow permeability, and susceptibility to surface water ponding. Overcoming these severely limiting soil characteristics requires both sanitary sewer service and an adequate stormwater drainage system.

Sanitary Sewer Systems

About three-fourths of Wayne Township is served by sewers. Those areas where sewer service is not present must rely upon septic systems. New sewer extensions are necessary for almost all newly constructed residences (usually in subdivisions) and most new non-residential development. New sewer service extensions occur less often in areas where existing development is already served by septic systems.

Drainage System

Most drainage improvements in Wayne Township are currently being implemented in conjunction with new development projects. There are also a number of developed areas with drainage problems.

Gas, Electrical, and Water Service

All major developments in Wayne Township are or can be served by gas, electrical, and water service.

WAYNE TOWNSHIP PROJECTIONS

Full development of the Township could be reached as soon as the year 2012. This full development scenario is based on two assumptions: (1) that future growth and land development follow the recommendations made in the 1984 Wayne Township Comprehensive Plan; and (2) that the growth rates experienced by Wayne Township for residential, commercial, and industrial development over the past nine to twenty-nine years continue into the future. Upon reaching a fully developed state, Wayne Township will contain over 16,860 additional housing units, nearly 18,277 new households, a total of 2,797,496 square feet of commercial space, and 11.57 million square feet of industrial space. The township's total population would increase to 155,800 persons.

CHAPTER 1

WAYNE TOWNSHIP HISTORY

By 1821, central Indiana had been "opened up" to settlement by the Indian Relocation Treaty of 1818 between the United States and the Delawares. Immigration was further encouraged by the designation of Indianapolis as the new state capitol (The Capitol in the Wilderness) in 1820 by the State General Assembly. Wayne Township, named for Revolutionary War General Anthony Wayne, was "set off" by the new County Commissioners in April of 1822. Initially it was joined with Pike Township to the north, but was separated in May of 1824 -- the "inhabitants having become sufficiently numerous."

With the exception of Center Township, Wayne was the earliest to become populated. The township quickly became dotted with small farming communities. Among the first recorded settlers were the Corbaley and Barnhill families from Ohio who migrated to Marion County in 1820 -- following closely the arrival of pioneers Pogue and McCormack. Mr. and Mrs. Barnhill came with their twelve children. Their daughter, Jane, had married Jerimiah Corbaley and the young couple traveled with her parents on the trek westward. They first settled in the original donation of Indianapolis near the banks of the White River. On August 7 of 1820 the young Corbaleys had their first child, Richard, who is generally considered to be the first white child born in Marion County.

Aggravating the day-to-day rigors of the early pioneer settlement was the annual onset of the "Sickly Season" during the summer. Virtually everyone in the community was afflicted by a malarial-type sickness that took a deadly toll of the newcomers. The swampy bottom-land near the river (now the site of the IUPUI campus) was not drained until the 1850's. The result was that the city was forced to develop further east in the area of what is now Monument Circle rather than along the river bank. In order to escape this sickness which had taken Mr. Barnhill's life, the families moved to Wayne Township and settled just southeast of what is today the town of Clermont. Jerimiah later served for five years as the township's Justice of the Peace.

Many of the early settlers of the township are today memorialized in street names. An example is Harding Street. Martha Harding (the widow of Robert) moved to Wayne Township with her twelve children from Pennsylvania via Washington County, Kentucky in the spring of 1820. She is said to have built the first dwelling on the banks of the White River. Her son Samuel settled a mile west of what is today Central State Hospital. He was followed by his brothers Ede and Isreal and together farmed substantial acreage in the township. Both brothers later served as representatives to the State Legislature.

Andrew Hoover, John Cossell, Martin Miles and David Martindale were all pioneers in the township as was John Furnas who, with his brothers Issac and Joseph, farmed a large parcel

of land which later became the site of Bridgeport. William Holmes settled in 1821 and built the Billy Holmes saw mill on Eagle Creek just below the National Road. Obadiah Harris planted and cultivated what was probably the first orchard in the County. He was noted for his cunning as a hunter and he too served in the State Legislature.

As with most developing areas at the time, settlements were in large part determined by their accessibility to other population centers and, therefore, located along existing watercourses, roads, and, later, railroads. This was particularly true in Wayne Township as early communities formed along the banks of the White River, Eagle Creek, the National Road, Ezra Meeker Trail (Crawfordsville Road), Kentucky Avenue, and the Lafayette Road, as well as the Vandalia and Baltimore & Ohio Railroads which served the country's westward migration.

Few of us probably have ever heard of the community of Mount Jackson. The community was situated on the National Road just south of the present site of Central State Hospital. It consisted of a few houses which had grown up around a "public house" built by W. C. Holmes. Nothing remains of the community today although the memory of Mr. Holmes lingers as Holmes Avenue.

Further west on the National Road another community grew up at the site of a toll house. Named for a bridge which spanned Lick Creek at the site, Bridgeport was laid out by Samual K. Barlow in 1830 on land owned by John Furnas. The town originally contained 43 lots and six streets -- Main Street being the National Road. Two smaller additions were added later by Mr. Barlow.

Nestled in the southeast corner of the township on the Kentucky Road was the town of Maywood. The first inhabitant was John Cook, who settled in 1821 or 1822 and farmed the area for some forty years. He married Eliza Marrs, the daughter of James Marrs of Decatur Township. John Cook became known as a progressive farmer, served as the Secretary of the State Board of Agriculture, and was four times general superintendent of the State Fair.

It was not until 1863 that Maywood began to develop as a community. The occasion was the relocation of a steam grist mill formerly owned and operated by Mr. Marrs. Fielding Beeler and Calvin Fletcher purchased the mill and moved it to land owned by Fletcher in Maywood. The owners built nine modest houses to accommodate its employees. The town laid out as Maywood in 1873 was the direct outgrowth of the grist mill. In 1879 a post office was opened with Ike Wyrick appointed postmaster. Between Ike, his wife, and his brother Henry, they handled all mail for 42 years. It was not until 1956 that home delivery began from the station.

Diagonally across the township (in the northwest corner) stood the town of Clermont. Located on the old Ezra Meeker Trail and the Indianapolis, Bloomington and Western Rail Road, the town was platted in 1849 by Percy Hosbrook on land owned by William Spear. Originally recorded as the Town of Mechanicsburg, the name was soon changed to Clermont. The original name reflected the early settlement of several craftsmen in the

community: Charles Murray, a kooper (maker wooden casks or tubs); John Larimore, a wagon-maker; and Ezikiel Dill, a blacksmith.

As reported in 1884 by Sulgrove, the town had achieved a population of 230 inhabitants with two school houses, three churches (among them the Old Union Church which was one of the first organized in the county), a post office, three general stores, several mechanic shops and an Odd-Fellows Lodge. An enduring link to the past are the C.M. Hobbs Nurseries. Established in 1875, the nursery expanded to 450 acres and has won numerous national awards over the years for its shrubs and trees.

Clermont has fought the encroachment of Indianapolis and Speedway in an effort to maintain its identity and small town atmosphere. The town, in fact, has the distinction of having petitioned the annexation of 80 acres of Indianapolis in 1984. The only such instance since the enactment of Unigov, the petition was initially approved by the Metropolitan Development Commission but later denied upon appeal to the City-County Council.

Although never incorporated, Ben Davis became a significant population center early in Wayne Township history. Located north of the intersection of Washington Street and High School Road, it began to develop in the 1850's and 1860's. Over time, the town's name has been ascribed to a professional football player, an Indian chief, an explorer and the Ben Davis apple made famous by Kim Hubbard through his cartoon character, Abe Martin. In point of fact, the town was named after the superintendent of the local Vandalia Railroad, Benjamin Davis, who was instrumental in establishing a stop and depot at the site in 1877.

In 1910 the small community was devastated by a tornado that leveled most of its structures. Influenced by the possibilities of modern buses and motor cars, the town relocated on Route 40 at its intersection with High School Road. Whereas the new "highways" brought growth and commerce to the community, there was, unfortunately, a down side. With the automobile's popularization in the 20's and 30's, towns were quickly faced with noise, pollution and other "special problems". As one sheriff put it: "Transient hitchhikers and motorists using the highway can break into a store and be miles away before the burglary is even discovered."

The Ben Davis area -- like most of Marion County -- was hindered in its development by the poor permeability of its soil. Faced with development pressures and the insistence of the Health Department, the community was forced to address its serious drainage problems. In an effort to correct this situation, the Indiana General Assembly established the Ben Davis Conservancy District with its own board of directors and the authority to tax and issue bonds for the purpose of improving drainage in the area. Although the move was opposed by some residents, opposition did not peak until the tax consequences of repaying $8,000,000 in bonds and interest became apparent. Today, the District still receives mixed reviews -- especially from residents who will continue to pay off the special assessment bond through the year 1999.

The 1880's and 1890's saw tremendous growth in the economy of Indianapolis as its manufacturing sector doubled, then tripled, in size. The growth provided a ready job market for thousands of immigrants from eastern Europe. Speaking little or no English, the newcomers tended to concentrate in certain parts of the city where they could socialize with their countrymen. A large German population centered on the near southside in the area of Fountain Square, while an equally large Slovac population settled in what became Haughville to the west across the White River in proximity to a burgeoning industrial complex where they were employed. They brought their churches with them and the role these churches played in integrating the new and old populations of the city was vital. They counseled the newcomers, brokered employment for them, and found them temporary and, later, permanent homes. Church schools educated their children in the ways and language of their new country. Very importantly, they provided stability -- a link with the past during the period of cultural assimilation.

The area was laid out in 1880 for Benjamin F. Haugh who had founded the Malleable Casting Works on land north of the National Road. The new factory initially attracted 51 families and a population of 285. (By the year 1900, the works provided employment for as many as 1,700 workers.)

Haughville was incorporated as a town in 1883. The center of the community was fixed at Michigan Avenue west of the river and Tom Johnson's mule car line established a "turntable" at that intersection providing ready "to and from" service to Indianapolis. The community, fed by the demand for labor, quickly expanded west, swallowing Emmerichville and Emmerichstown as far as the "Indiana State Hospital For The Insane" (now known as Central State Hospital) located on west Washington Street. By 1907 its population stood at 7,000 with street after street of neatly-kept houses supported by a thriving commercial center along Michigan Avenue.

After the town was annexed by the City of Indianapolis in 1896, the community continued to grow until, in 1927, its population had topped 75,000. In that same year the community demonstrated its satisfaction with the present and assurance for the future with a grand celebration and parade of dignitaries down the newly-widened and paved Michigan Avenue.

Joseph Flack was a prosperous land owner and businessman who opened a grocery store at the intersection of the Lafayette Road and 30th Street at the turn of the century. The small community which had grown up at the corner of Tibbs and Lafayette was attracted to the new location and made the site its center. The Olive Branch Church was founded at the intersection in 1888. It later combined with St. Paul's Church and was reestablished as the Wesleyan Methodist Church at 30th and Tibbs - a site it occupies to this day. The community became known as Flackville in deference to its principal land owner and businessman. Mr. Flack established a brickyard north of 30th Street at roughly the current site of Cardinal Ritter High School. Always a person to respect a penny's worth, he bought a narrow strip of land from the brickyard south to Lafayette Road in order to bypass the 3 cent toll charge assessed his wagons at 30th Street as they hauled bricks to the city. This "shortcut" was the precursor of the Guion Road.

Flackville became the site of the City's largest subdivision -- Eagledale. The development was in response to the housing shortage experienced after World War II and offered "worry-free" aluminum homes - an innovation for the City. The subdivision attracted further growth in housing, the Eagledale Shopping Center and annexation by Indianapolis in 1961.

Speedway is a relative newcomer to Wayne Township. The platting and incorporation of the town did not occur until 1912 and was the result of a series of local developments.

As mentioned earlier, the widow Harding and her twelve children were among the first settlers in Marion County. In the late 1820's, she and three of her children (Ede, Samual and Isreal) homesteaded sizeable farms in what is now Speedway. James Johnson settled just south of what is now 16th Street and Winton. (The large old house on the corner of 16th and Allison was built by him.) Martin Martindale appears in the earliest township records as owner of 400 acres in 1829. William Holmes settled in 1821 and built many of the early grist mills in the county. His son, William Canada Holmes, became a prominent figure in this formative age of the city's history.

In 1908, Lemon Trotter (considered one of the patriarchs of Speedway) purchased 328 acres of land for $72,000 on which the world's most famous race track was to be built. He acted as agent in the purchase for the Speedway's founders: Carl Fisher (known as "Crazy Carl," the dreamer who later designed the development of Miami Beach); industrialist James Allison (who was considered the brains behind the enterprise); Frank Wheeler (a manufacturer of carburetors); and Arthur Newby (a bicycle pioneer). All had been quick to realize the potential of the "horseless carriage" and America's inevitable and enduring fascination with speed.

The first race was held at the Speedway on 1911's Memorial Day on the 2½ mile brick oval built the previous year. (May 30 was chosen simply because it lay mid-way between the spring planting and haying seasons when people would have the leisure to attend the race.)

The race track immediately attracted a number of automotive-related industries to its proximity. Acting again as agent for Fisher and Allison, Lem Trotter bought additional acreage to the east of the track and platted Speedway City. (It was not until 1926 that the name was formally changed to the Town of Speedway.) The founder's intention was to establish a "horseless city" to support a growing industrial community. By 1926, the town was comprised of 1,258 acres supporting a population of slightly over 500. The town's first trustees were John Leonard, A. V. Beeler and William F. Rosner. Leonard was elected board president and served in that capacity until 1941.

One of the most significant developments in terms of Wayne Township's past -- and future -- was the building of Indianapolis Municipal Airport in 1928.

The City's first airport was located in the infield of the Motor Speedway. In 1918 it was used mainly for the testing of Army planes and was home to the Army Air Service Aviation Repair Depot. In 1921, Schoen Field was opened at Fort Harrison. The first airport to

service civilian passengers and mail was the Marrs Hill Airport (now Stout Field). Several others quickly opened at this time - and just as quickly closed. The Hoosier Airport at Kessler Boulevard and U.S. 52, the Brightwood Airport at Massachusetts Avenue and Sherman, the Capitol Airport at 30th Street and the Penn Central Railroad in Speedway and the Irvington Airport at 7000 Brookville Road all enjoyed brief notoriety in the Twenties. Shank Airport at 38th and Moller Road survived until the 1970's -- a victim to the building boom in Pike Township. Only Sky Harbor, with a brief hiatus in the 1970's, has survived until present.

Proclaiming that "air transport had become a swift and safe method of travel," the City Council approved the purchase of a 747 acre Wayne Township game preserve in 1928 for $200,000 and authorized development of a major airport. At first, it was used by only two airlines: Embry-Riddle Division of American Airways (the predecessor of American Airlines) and Transcontinental and Western Air (the Lindburg Line, later to become Trans World Airlines.)

In March of 1944, the airport was renamed Weir Cook Airport in honor of Col. Harvey Weir Cook, a Hancock County-born flying ace during World War I who died in the southwest Pacific in 1943. The name was again changed in 1976 to Indianapolis International Airport to reflect its tremendous growth in passenger service and cargo handling -- even though it was not until 1989 that an international flight (to Canada) actually originated at the terminal. Under the direction of the Indianapolis Airport Authority, created in 1961 by the General Assembly, the airport continues to expand, providing both a magnet for business development on its periphery as well as an important source of employment for the community. Two important new airport-related developments procured by Indianapolis in 1991 were the U.S. Postal Service facility and the United Airlines Maintenance Hub.

Today, Wayne Township faces the dual challenges of rapid development on its far west side as well as the more rigorous task of preservation and redevelopment of the older, established neighborhoods of its central and eastern sectors.

CHAPTER 2

WAYNE TOWNSHIP DEMOGRAPHICS

POPULATION

Wayne Township's population increased slowly in two of the last three decades, and actually fell in the 1970's. The total township population has increased from 99,722 in 1960 to 125,699 in 1990 -- an increase of 26% over the thirty-year period (refer to Table 1). The decennial percent change in population has fluctuated from a 27% gain in population (26,618) between 1960 and 1970 to a loss of 3% (-3,531) between 1970 and 1980; and finally a gain of 2% (2,809) between 1980 and 1990.

The growth in Wayne Township can be put into clearer perspective when contrasted with the rates of growth experienced by Marion County's other eight townships. Between 1960 and 1970, Wayne was the second slowest growing township in the county with a 27% increase in its population (Center Township's population decreased 18% for the period). The next slowest-growing township was Decatur (34% increase). The remaining suburban townships grew at much faster rates (from 40% to 125%).

Between 1970 and 1980 growth throughout Marion County slowed. Wayne Township lost 3% of its population during that decade. By comparison, Center Township's population declined by 24%. Population growth in other townships slowed significantly over the previous decade as well. Washington Township's rate of population increase slowed from 29% to 2%, and Pike Township's population growth slowed from an increase of 125% to 69%. Decatur Township's growth also slowed -- from a 34% increase between 1960 and 1970 to a 28% increase between 1970 and 1980.

Between 1980 and 1990 growth throughout Marion County continued to be slow. Although Wayne Township lost population in the previous decade, it gained 2% of its population between 1980 and 1990. Only Center Township and Warren Township had population decreases during the 1980's: -13% and -1% respectively. The fastest growing township was Pike Township, which experienced a 78% increase in population. Decatur and Washington Townships had slight increases in population, 9% and 4%, respectively.

In this Data Inventory, Wayne Township is divided into five subareas to facilitate more detailed analysis (see Map 1). Because each subarea is comprised of three or more Census tracts, the five subareas can be compared with each other using 1990 U.S. Census data.

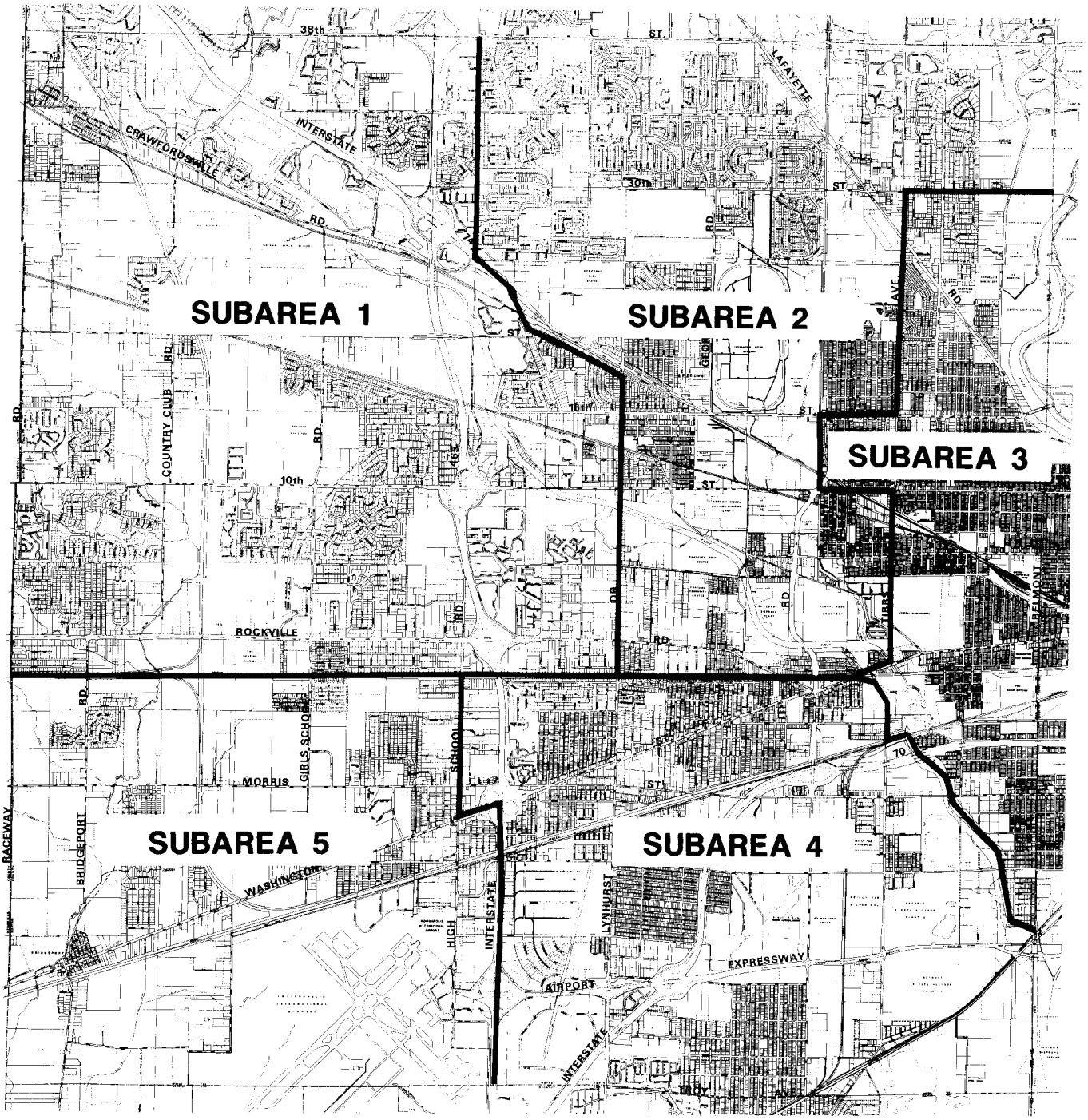
Of the five subareas in the township, Subareas 1 and 2 accounted for nearly all of the township growth between 1960 and 1970 (see Figure 1). Together they added 26,942 people to the township population during the decade. Between 1970 and 1980 the township lost

TABLE 1

POPULATION AND HOUSING UNIT COMPARISON

	1960	1970	1980	1990	60 - 70 % change	70 - 80 % change	80 - 90 % change
POPULATION							
Center Township	333,351	273,596	208,624	182,140	-18%	-24%	-13%
Decatur Township	11,310	15,187	19,426	21,092	34%	28%	9%
Pike Township	6,662	14,962	25,336	45,204	125%	69%	78%
Washington Township	97,861	126,136	129,008	133,969	29%	2%	4%
Wayne Township	99,722	126,340	122,809	125,699	27%	-3%	2%
OCCUPIED HOUSING UNITS							
Center Township	106,258	90,206	75,814	70,266	-15%	-16%	-7%
Decatur Township	2,984	4,226	6,316	7,312	42%	49%	16%
Pike Township	1,929	4,295	9,901	20,322	123%	131%	105%
Washington Township	30,287	41,504	51,696	57,965	37%	25%	12%
Wayne Township	28,203	39,507	47,108	50,983	40%	19%	8%

SOURCE: Division of Planning publications: "1990 Census Indianapolis MSA" (Books A, B, and C) and "A Decennial Statistical Profile of Indianapolis-Marion County/ 1960-1970-1980".



WAYNE TOWNSHIP

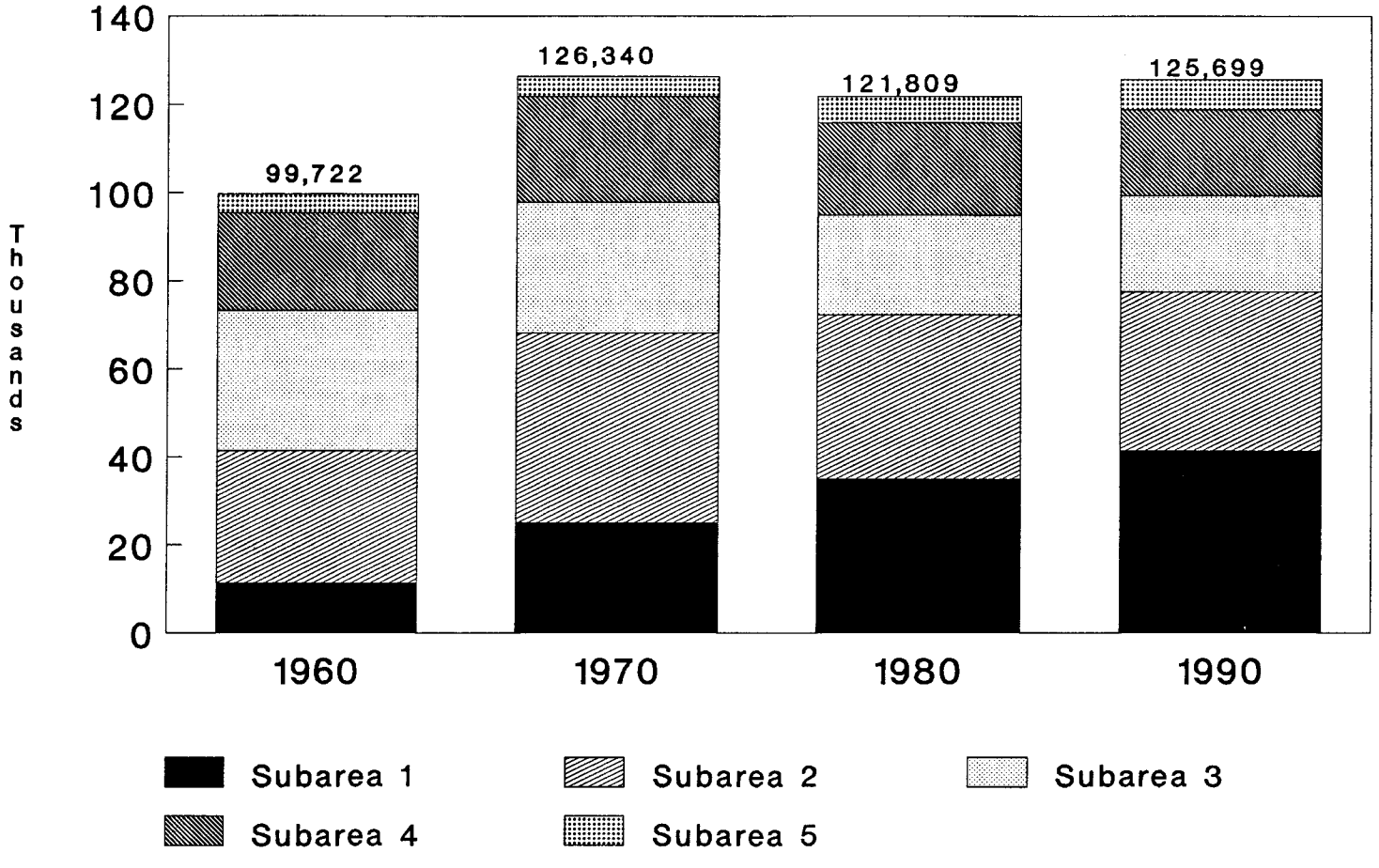
MAP 1/SUBAREA LOCATIONS

The preparation of this map was financed in part by a Community Development Block Grant

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

FIGURE 1

WAYNE TOWNSHIP POPULATION GROWTH
BY SUBAREAS



4,531 residents (-3%). All of the loss occurred in Subareas 2, 3, and 4 which, when combined, lost 10,392 residents. The only subareas which gained population during the 1970 to 1980 period were Subareas 1 and 5; together they gained 10,331 people. From 1980 to 1990 Subarea 1 and 5 again experienced increases in population: 6,320 (18%) and 958 (16%), respectively. During the same period of time, all of the other subareas had decreases in population: Subarea 2 had 1,144 (3%) fewer people; Subarea 3 had 772 (3%) fewer people; and Subarea 4 lost 1,472 (7%) of its population.

Age Structure

With regard to the township's population change by age groups (cohorts), some interesting trends are evident. First, the number of pre-school children has declined from 1960 (13,156) to 1990 (9,830). The number of children aged 5 to 19 increased substantially from 1960 to 1970 (from 26,478 to 37,075), before declining somewhat in 1980 to 28,577. That age group declined further between 1980 and 1990 to 25,004. Meanwhile, the population aged 20 to 59 (considered to represent the bulk of the working population) increased steadily between 1960 and 1990 from 50,069 to 71,283, for a of 42% change. The population growth of those aged 60 to 64 and those aged 65 and over was even more dramatic. The 60 to 64 cohort increased by 66%, and the 65 and over group increased by 109% (see Table 2 and Figure 2).

In comparison with other subareas, Subarea 5 has a relatively high percentage of younger persons and a relatively low percentage of older persons. In Subarea 5, 32.8% of the subarea population was under age 20 in 1990, the highest percentage for this age range of any of the five subareas. The lowest percentage is in Subarea 1, where 23.5% of the subarea population was made up of persons under age 20. The subareas with the highest and lowest percentages of their populations between age 20 and 59 were, respectively, Subarea 1 (61.6%) and Subarea 3 (51.8%). In terms of the percentage of their population 60 years of age and older, Subarea 2 and Subarea 4 share the highest percentage in the township (16.6%). About 11.3% of the people in Subarea 5 are at least 60 years old, the lowest percentage of the five subareas.

Education

The level of completed education obtained by Wayne Township's residents of at least 25 years of age is increasing (see Table 3 and Figure 3). Compared to Marion County, Wayne Township has lower percentages of residents who have either completed high school or attended at least one year of college (65% in Wayne Township versus 76% countywide).

The percentage of the township population over 25 which had completed at least one year of college, but not more than three years, increased from 13.3% in 1960 to 25.4% in 1980 (see Figure 3). The 1990 Census Education Attainment figures are not available at the time of this data compilation. In comparing subareas, the highest percentage of over-25-year-old residents who had attended at least one year of college by 1980 occurs in Subarea 1 (36%).

TABLE 2
DEMOGRAPHIC PROFILE OF WAYNE TOWNSHIP

ITEM/AREA	1960	1970	1980	1990	60-90 % CHANGE
POPULATION					
Total					
Wayne Township	99,722	126,340	122,809	125,699	26.0%
Marion County	698,168	792,299	765,233	797,159	14.2%
Under 5 years					
Wayne Township	13,156	11,676	9,059	9,830	-25.3%
Marion County	84,931	70,867	57,075	63,103	-25.7%
5-19 years					
Wayne Township	26,478	37,075	28,577	25,004	-5.6%
Marion County	180,462	238,095	186,967	161,913	-10.3%
20-59 years					
Wayne Township	50,069	63,805	68,660	71,283	42.4%
Marion County	345,199	383,714	409,179	446,232	29.3%
60-64 years					
Wayne Township	3,419	4,726	5,137	5,708	66.9%
Marion County	27,249	31,485	32,714	33,090	21.4%
65 years and over					
Wayne Township	6,600	9,058	11,376	13,845	109.8%
Marion County	60,327	68,138	79,298	92,821	53.9%
HOUSING					
Total Occupied Units					
Wayne Township	28,203	39,507	47,108	50,983	80.8%
Marion County	211,798	251,522	285,092	319,471	50.8%
Owner Occupied					
Wayne Township	22,582	26,314	27,380	28,264	25.2%
Marion County	136,064	154,941	168,539	182,039	33.8%
Renter Occupied					
Wayne Township	5,621	13,193	19,728	22,719	304.2%
Marion County	75,734	96,581	116,553	137,432	81.5%
HOUSEHOLDS					
Total Households					
Wayne Township	28,203	39,690	47,108	50,983	80.8%
Marion County	211,798	257,522	285,092	319,471	50.8%
Persons/Household					
Wayne Township	3.54	3.18	2.71	2.42	
Marion County	3.23	3.09	2.63	2.45	

PER CAPITA INCOME	1979	1981	1983	1985	1987	79-87 % CHANGE
Wayne Township	7,433	8,748	9,266	10,256	11,119	49.6%
Marion County	7,677	9,002	9,765	10,942	12,212	59.1%

FIGURE 2

WAYNE TOWNSHIP POPULATION DISTRIBUTION

BY AGE COHORTS, 1960-1990

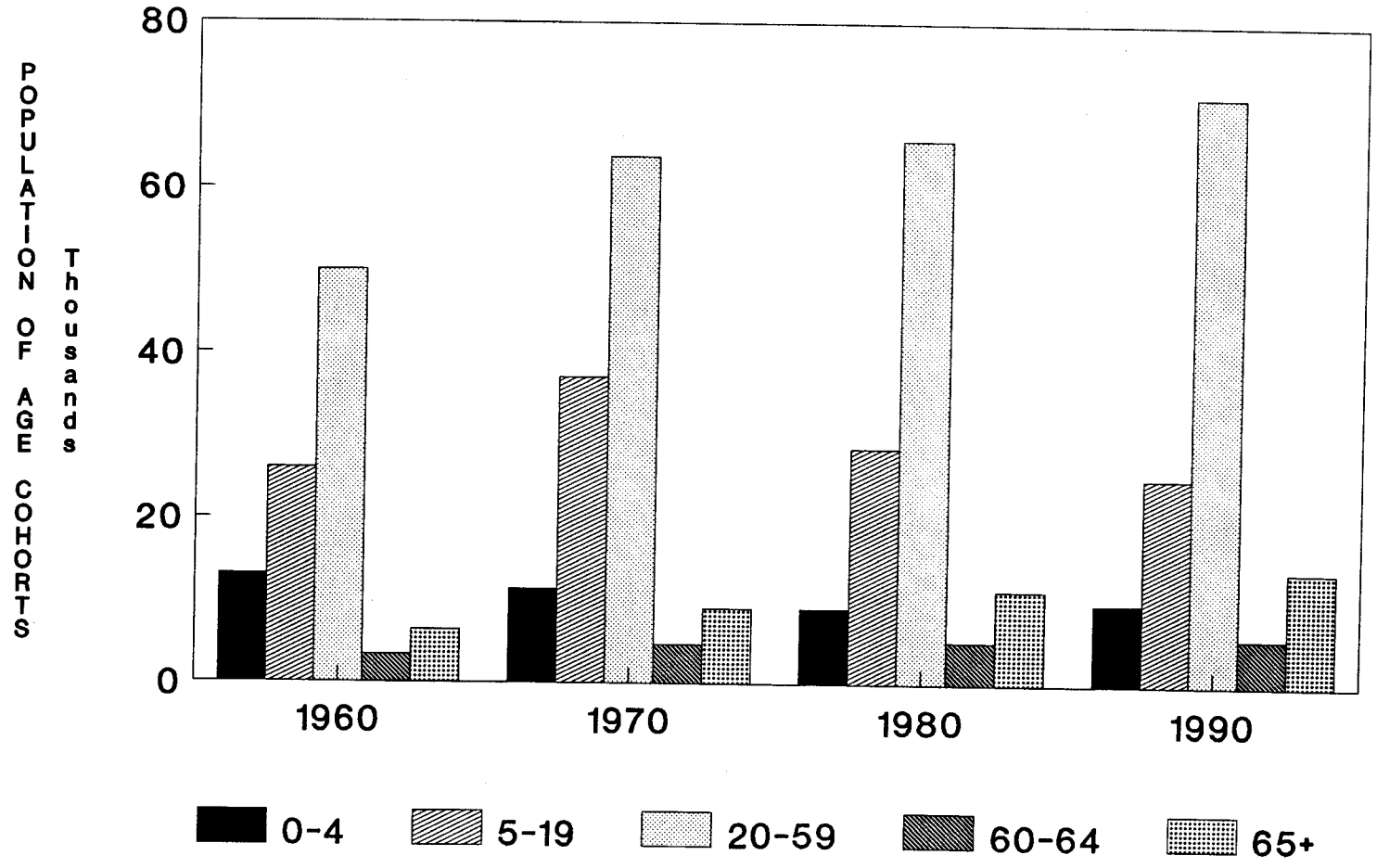


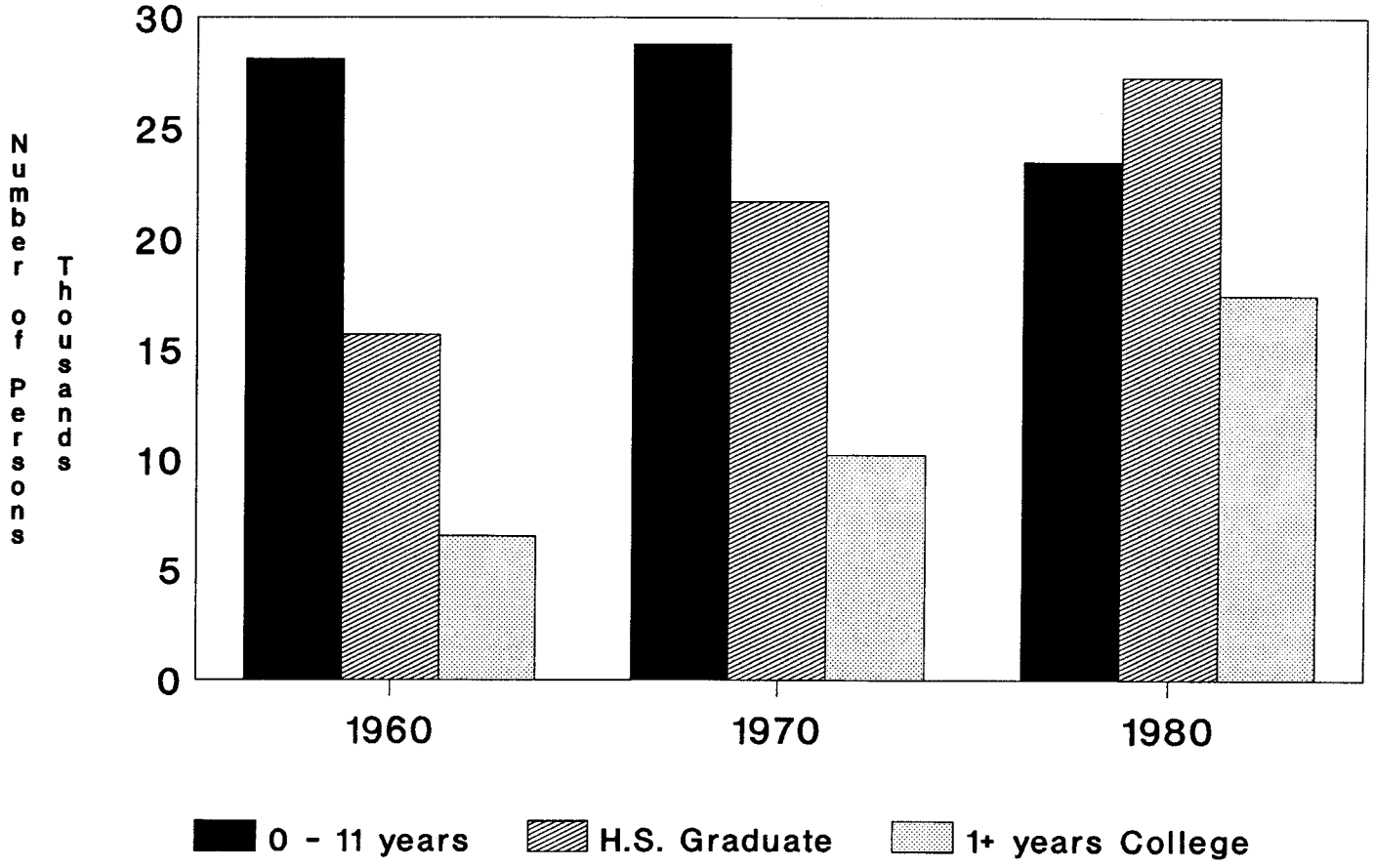
TABLE 3
LEVEL OF EDUCATION COMPLETED

EDUCATION LEVEL	1960	1970	1980	(1960 %)	(1970 %)	(1980 %)	% CHANGE 60-80
0-11 YEARS							
WAYNE TOWNSHIP	28130	28807	23495	51.9%	43.9%	33.4%	-16.5%
SUBAREA ONE	2367	3355	3992	31.5%	26.5%	19.7%	68.7%
SUBAREA TWO	5438	6949	5240	43.3%	37.2%	26.6%	-3.6%
SUBAREA THREE	10861	9374	7026	65.9%	62.8%	53.1%	-35.3%
SUBAREA FOUR	8177	7889	6019	70.9%	65.6%	50.8%	-26.4%
SUBAREA FIVE	1287	1240	1218	58.5%	51.9%	37.5%	-5.4%
MARION COUNTY	211778	106910	71122	39.0%	26.1%	23.7%	-66.4%
HIGH SHCOOL							
WAYNE TOWNSHIP	15655	21687	27307	28.9%	33.0%	38.8%	74.4%
SUBAREA ONE	3874	5708	8825	51.6%	45.0%	43.6%	127.8%
SUBAREA TWO	4460	7393	7896	35.5%	39.6%	40.1%	77.0%
SUBAREA THREE	4013	4305	4516	24.3%	28.9%	34.1%	12.5%
SUBAREA FOUR	2624	3432	4688	22.7%	28.5%	39.6%	78.7%
SUBAREA FIVE	684	849	1382	31.1%	35.6%	42.6%	102.0%
MARION COUNTY	187324	139866	92348	34.5%	34.1%	30.8%	-50.7%
1+ YEARS OF COLLEGE							
WAYNE TOWNSHIP	6519	10196	17438	12.0%	15.5%	24.8%	167.5%
SUBAREA ONE	1266	3615	7401	16.9%	28.5%	36.6%	484.6%
SUBAREA TWO	2674	4328	6557	21.3%	23.2%	33.3%	145.2%
SUBAREA THREE	1611	1242	1688	9.8%	8.3%	12.8%	4.8%
SUBAREA FOUR	739	713	1145	6.4%	5.9%	9.7%	54.9%
SUBAREA FIVE	229	298	647	10.4%	12.5%	19.9%	182.5%
MARION COUNTY	144440	163470	136146	26.6%	39.8%	45.4%	-5.7%

*All figures are for population 25 years old and over.
1990 Census level of education data not available at time of Data Inventory compilation.
SOURCE: U.S. Census Bureau

FIGURE 3

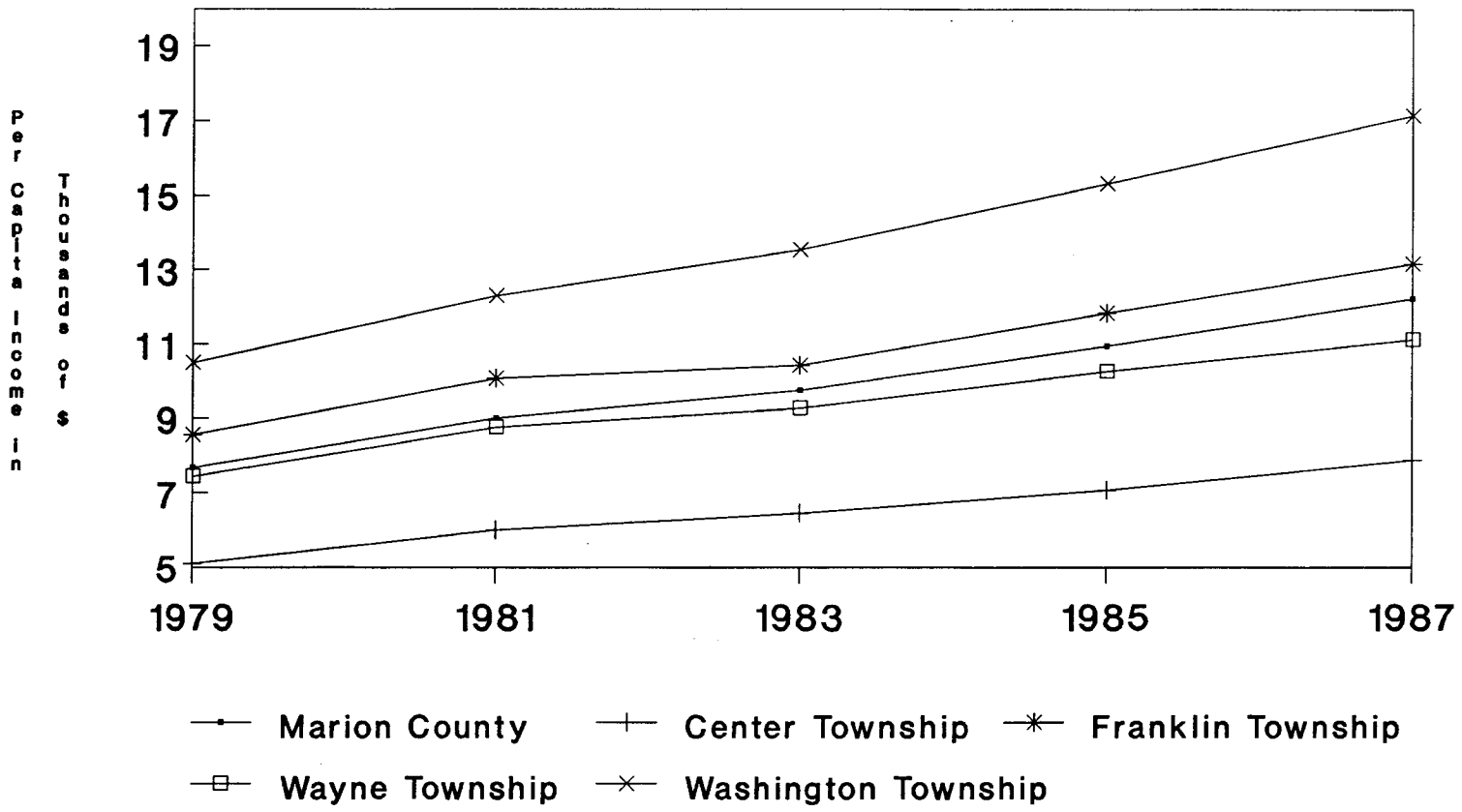
WAYNE TOWNSHIP - COMPLETED EDUCATION
1960 -1980



For population age 25 years and older.

FIGURE 4

PER CAPITA INCOME ESTIMATES
FOR SELECTED TOWNSHIPS & COUNTY



Education (continued from p. 11)

Conversely, the highest percentages of over-25-year-old residents who had not finished high school as of 1980 occurred in Subareas 3 and 4 (53% and 50%, respectively).

Race

The 1990 U.S. Census figures show that Marion County's population is 77.2% white persons and 22.8% "black and other non-white" persons. Of Marion County's nine townships, Wayne is the fifth most racially mixed. Wayne Township is 84.9% white and 15.1% black or other non-white. Of Wayne Township's five subareas, Subarea 3 is the most racially mixed (57.0% white and 43.0% black or other non-white). The percentage of white persons increases sharply in the other four subareas. Subarea 2 is 83.7% white and 16.3% black or other non-white. Subareas 1, 4, and 5 are all at least 92.5% white. Subarea 4 is the least racially mixed, with 98.4% white and only 1.6% black or non-white.

Income

Between 1979 and 1987, the average per capita income of Wayne Township residents has remained slightly lower than that of Marion County (see Table 2, p. 12 and Figure 4, p. 16). For the period, the U.S. Census Bureau's estimates for average annual per capita income show a 50% increase for Wayne Township, compared with a 59% increase for the county. Wayne ranks eighth among the county's nine townships in per capita income, followed only by Center Township.

HOUSING

From 1960 to 1990, Wayne Township gained 22,780 occupied housing units. Although the rate of increase in the number of housing units was 40% in the 1960's, the rate has slowed to a 8% increase between 1980 and 1990. Table 1 (page 8) compares occupied housing units in Wayne Township with its surrounding townships. Slow residential growth has been the consistent pattern in the township since the population of central Indianapolis began dispersing to the outlying areas of the county during the 1950's and 1960's. In 1970 there were 41,987 total units (of which 39,507 were occupied) in Wayne Township. By 1980, this increased by 19% to 49,961 (47,108 occupied -- also an increase of 19%). The increase since 1980 has been an additional 7% for a total of 53,433 housing units. Of that, the 1990 Census found 50,983 occupied housing units. The most likely reason that the number of housing units has grown at a higher rate than the population (compare p. 7) is the township's decreasing average household size. As average household size decreases, the number of units needed to house the same population increases.

According to the 1990 U.S. Census, the median value of owner-occupied housing units in Marion County was $61,400. (The median value is the value that falls exactly in the middle of all the values being measured -- half of the housing unit values fall above the median and half

fall below the median.) The median value for all owner-occupied housing in Wayne Township was $49,100. Among Marion County's nine townships, Wayne only ranks ahead of Center in median value of owner-occupied housing.

The U.S. Census also identifies the median value of owner-occupied housing units in each Census tract. Each subarea contains three or more Census tracts. The range of highest to lowest median housing values for each subarea is identified below. The "Highest Median Value" identified for each subarea is the highest median value among that subarea's Census tracts. Similarly, the "Lowest Median Value" identified for each subarea is the lowest median value among that subarea's Census tracts.

	Highest Median Value	Lowest Median Value
Subarea 1	$88,900	$65,200
Subarea 2	$68,400	$35,800
Subarea 3	$37,200	$23,400
Subarea 4	$44,800	$35,300
Subarea 5	$70,300	$69,700

Subarea 1 has the highest range of median values for owner-occupied housing. Not surprisingly, Subarea 1 also includes the single Census tract with the highest median value, at $88,900. (This is the Census tract bounded by 38th Street on the north, I-465 on the east, and I-74 on the southwest.) On the other end of the spectrum is Subarea 3, with the lowest range of median values. Subarea 3 also contains the single Census tract with the lowest median value, at $23,400. Subarea 2 has the widest range of median values among its Census tracts, with the highest and lowest median values separated by $32,600. Subarea 5, on the other hand, has the narrowest range of median values among its Census tracts, with the highest and lowest median values only $600 apart.

CHAPTER 3

WAYNE TOWNSHIP LAND USE INVENTORY CHANGES 1972-1992

A principal measure of change in any geographical area is changes to the mix and location of different land uses. For comparison purposes, all of Wayne Township's various land uses were grouped into the following categories:

VACANT LAND

RESIDENTIAL LAND
- Very Low Density
- Low Density
- Medium Density
- High Density

COMMERCIAL LAND
- Retail
- Office

INDUSTRIAL LAND
- Light
- Heavy

PUBLIC & SEMI-PUBLIC LAND
- Streets
- Parks
- Other Public

The Indianapolis Motor Speedway is a unique land use in the township. The Motor Speedway is zoned "C-S." Therefore, it is counted as commercial zoning in Chapter 4. However, it is shown on the 1984 Comprehensive Plan as a Special Use and is counted as Special Use in this land use inventory. This will affect direct comparison of the data.

Maps were prepared for existing land uses, zoned land, and planned land uses for the years 1972 and 1992 (1971 was used as the base year for zoning). 1972 was used as the year of comparison with the current year primarily because aerial photographs are available for that year. The existing land uses for 1992 were determined using more recent aerial photos (1985 and 1991) and field checks. The result is a direct comparison of zoning and actual land use at two points in time (1971-72 and 1992); and a comparison of those with the land use recommendations of the 1984 Comprehensive Plan. (Note: Due to rounding, percentage calculations in the tables and figures may not add up to 100%.)

WAYNE TOWNSHIP LAND USE CHANGES (Refer to Table 4 and Figure 5.)

Vacant Land

Vacant land for the purpose of this study includes idle land and land which is used agriculturally. Vacant land in 1972 constituted over 39% of the total land area in the

township (12,387 acres). Over the next twenty years, about 6,000 acres of this land was developed, resulting in a 48% reduction in the total vacant land area by 1992. The acres classified as vacant dropped to 20% of the township total by 1992.

Residential Land

Between 1972 and 1992, residential land use increased by 3,061 acres (34%), from approximately 9,064 acres in 1972 to 12,126 acres in 1992. In 1972, residential land use accounted for 29% of the total township land area; by 1992 that share had increased to 39%. The largest absolute contributor to this residential increase was low density single-family development, which experienced an increase of 2,239 acres (+33%) during the period. However, the largest percentage increase occurred with medium density development (apartments, condominiums, and some mobile home development)--a 98% increase.

Commercial Land

Over the twenty-year study period, the change in the percent of land developed and utilized for commercial purposes was even more substantial than that experienced in the residential land use category. Land devoted to retail commercial uses increased by nearly 44% from 944 acres in 1972 to 1,364 acres in 1992. Developed office acreage increased from 48 to 144 acres (+202%). Commercial land accounted for only 3% of the township's total acreage in 1972, but by 1992 that percentage had increased to nearly 5%.

Industrial Land

The rate of increase in industrial land use was higher than any other land use category between 1972 and 1992. Light industrial development accounted for 655 more acres of land in 1992 than in 1972. Land devoted to heavy industrial uses increased to 1,960 acres in 1992, 686 acres more than in 1972.

Public and Semi-Public Land

Land used for public and semi-public purposes increased by 16% between 1972 and 1992. There was essentially no change in the amount of land used for public streets and public parks (2,437 and 621 acres respectively). The 65 acres of land devoted to public streets between 1972 and 1992 is probably an undercount, reflecting the difficulty of accurately measuring public streets on a small-scale township map. Land devoted to other public and semi-public uses (e.g., airports, the Indianapolis Motor Speedway, churches, schools, and power substations) increased by 27% from 3,999 acres in 1972 to 5,060 acres in 1992. This increased the public and semi-public land category's overall percentage share of Wayne Township's total acreage from 22% in 1972 to 26% in 1992.

Summary

Wayne Township has experienced continued development in all land use categories during the twenty-year period from 1972 to 1992. Nearly 6,000 acres of previously vacant land had been developed for either residential, commercial, industrial, or public uses during the period. The following observations summarize Wayne Township's land use changes during the past twenty years:

- The largest absolute change from vacant land was attributed to residential land development;
- In terms of percentage increase in acreage, commercial office development occurred at a higher rate than commercial retail development;
- Of the primary land use categories, industrial development experienced the highest rate of growth;
- Appreciable gains in public and semi-public land resulted largely from the expansion of the airport and construction of new schools and churches;
- Vacant land currently accounts for approximately 20% of the township's total acreage, down from 40% twenty years ago.

SUBAREA LAND USE CHANGES

Wayne Township has been divided into five geographic subareas to provide additional detail to this analysis (see Map 1, p. 9). The subareas differ quite substantially in terms of their land use characteristics. With the exception of Subarea 5 (where the airport is located) all of the subareas are dominated by residential land uses. However, the amount and mix of single-family, multi-family, public, commercial, and industrial land varies considerably.

Subarea 1

Subarea 1 constitutes the northwest quadrant of Wayne Township, much of which was not a part of the City of Indianapolis until the creation of Unigov in 1970. I-465 and I-74 traverse this subarea. The subarea totals 9,644 acres. In 1972 nearly 47% of this area was vacant (4,508 acres). By 1992 developed acreage in the subarea had increased by nearly 63% -- a larger absolute increase in developed acres than the other four subareas (2,854 acres) -- thereby reducing the amount of vacant land to 1,654 acres, or 17% of the subarea total. Most of the change resulted from low density single-family residential development (from 1,571 acres in 1972 to 3,417 acres in 1992, for a 117% increase). Other uses grew at fast rates as well. Medium density residential (apartment) development increased by 795 acres (a 180% increase). Office development doubled between 1972 and 1992 from 25 acres to 50 acres. Meanwhile, retail development added 129 acres to an existing 1972 base of 167 acres for a total of 296 acres in 1992 (a 77% increase). Finally, light industrial development grew from 25 acres in 1972 to 78 acres in 1992, a 208% increase.

Overall, acreage devoted to commercial uses increased by 80% between 1972 and 1992. Industrial acreage remained nominal, increasing from 182 acres in 1972 to 255 acres in 1992 for an increase of 40%. Industrial uses account for only 3% of the subarea total land use. Because of the relatively constant number of acres attributed to public park and street use, the total acreage for public and semi-public uses changed by only 2%. (Refer also to Table 5 and Figure 6.)

Subarea 2

The northeastern quarter of Wayne Township (including the Indianapolis Motor Speedway and much of the Town of Speedway) makes up Subarea 2. About 23% of this subarea's 6,736 acres were vacant in 1972 and about 16% remain vacant in 1992. Over the twenty-year period, 466 acres were developed. Commercial and residential development added 111 and 59 acres respectively. A modest 9% increase in the number of acres devoted to public and semi-public uses resulted from the development of 128 acres for special uses and 35 acres of streets. (Refer also to Table 6 and Figure 7.)

Both very low density and low density residential categories lost acreage (2 and 10 acres respectively) to other land uses, such as commercial retail or office uses.

Subarea 3

Subarea 3 is the smallest subarea. It consists of the Near Westside of Indianapolis and some of the other old established Wayne Township neighborhoods. Subarea 3 is as developed as Subarea 2. In 1972 only 20% of the subarea's acreage was vacant, and by 1992 that figure had dropped to 16%. Of the 154 acres developed since 1972, the only land use categories which gained appreciably were industrial (118 acres, resulting in a 47% increase) and public and semi-public (31 acres for a 4% change).

This subarea is predominantly residential (42%). Between 1972 and 1989 it gained only 12 acres of residential land. Commercial land in the last twenty years has dropped by 5%, a loss of 8.4 acres. (Refer also to Table 7 and Figure 8.)

Subarea 4

Subarea 4 is the southeast quadrant of Wayne Township. It contains the Airport Expressway, I-70, and a large portion of the township's industrial development, including Park Fletcher. Development in this subarea is nearly evenly distributed between the five land use categories with the exception of commercial. In 1992 only 5% (293 acres) of the subarea was devoted to commercial land uses, compared to 3% (182 acres) in 1972.

Acreage devoted to industrial uses increased by 622 acres between 1972 and 1992, nearly half of the total for Wayne Township. Although commercial uses added only 110 acres of new development, it grew at a rate of 60%. Office development jumped by 966%, growing from only 5 acres in 1972 to 57 acres in 1992. Residential uses grew nominally. Twenty-five newly developed acres were added for an increase of 1.6%. Public and semi-public development grew by 11%; all of this increase was due to the development of 127 acres for special uses (e.g., churches and schools). (Refer also to Table 8 and Figure 9.)

Subarea 5

Subarea 5 is located in the southwest quarter of Wayne Township. The subarea's main feature is the Indianapolis International Airport. This subarea is the fastest growing of the five subareas. Forty-eight percent of Subarea 5 was developed after 1972, with all four of the non-vacant land use categories playing a significant part. Public and semi-public uses made up almost half of the land developed between 1972 and 1992. A total of 783 acres were developed for public and semi-public use resulting in a 54% increase in that land use's share of the subarea's total land acreage. The majority of those acres (760) were developed for special uses, especially the airport. No park land was developed between 1972 and 1992 in this subarea. Meanwhile, 150.7 acres were developed commercially and 394 were developed industrially for 244% and 408% gains respectively. The acreage devoted to residential uses increased by 85% from 439 acres to 813 acres. (Refer also to Table 9 and Figure 10.)

TABLE 4
WAYNE TOWNSHIP LAND USE 1972-1992
(ACRES)

LAND USE	1972	1992	% OF 1972	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	1420.0	1319.1	4.5%	4.2%	-100.9	-7.1%
b. Low Density	6705.6	8945.0	21.5%	28.6%	2239.4	33.4%
c. Medium Density	938.9	1862.3	3.0%	6.0%	923.4	98.3%
Subtotal	9064.5	12126.4	29.0%	38.8%	3061.9	33.8%
2. COMMERCIAL						
a. Office	47.7	144.1	0.2%	0.5%	96.4	202.1%
b. Retail	944.1	1364.8	3.0%	4.4%	420.7	44.6%
Subtotal	991.8	1508.9	3.2%	4.8%	517.1	52.1%
3. INDUSTRIAL						
a. Light	518.7	1173.7	1.7%	3.8%	655.0	126.3%
b. Heavy	1274.3	1960.9	4.1%	6.3%	686.6	53.9%
Subtotal	1793.0	3134.6	5.7%	10.0%	1341.6	74.8%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	3998.5	5060.4	12.8%	16.2%	1061.9	26.6%
b. Streets	2372.5	2437.3	7.6%	7.8%	64.8	2.7%
c. Public Parks	619.3	627.7	2.0%	2.0%	8.4	1.4%
Subtotal	6990.3	8125.4	22.4%	26.0%	1135.1	16.2%
5. VACANT LANDS						
Acres in Township	31226.7	31226.7				
-Land Used 1-4	18839.6	24895.3	60.3%	79.7%	6055.7	32.1%
Vacant Land	12387.1	6331.4	39.7%	20.3%	-6055.7	-48.9%

FIGURE 5

TOTAL LAND USE

Wayne Township

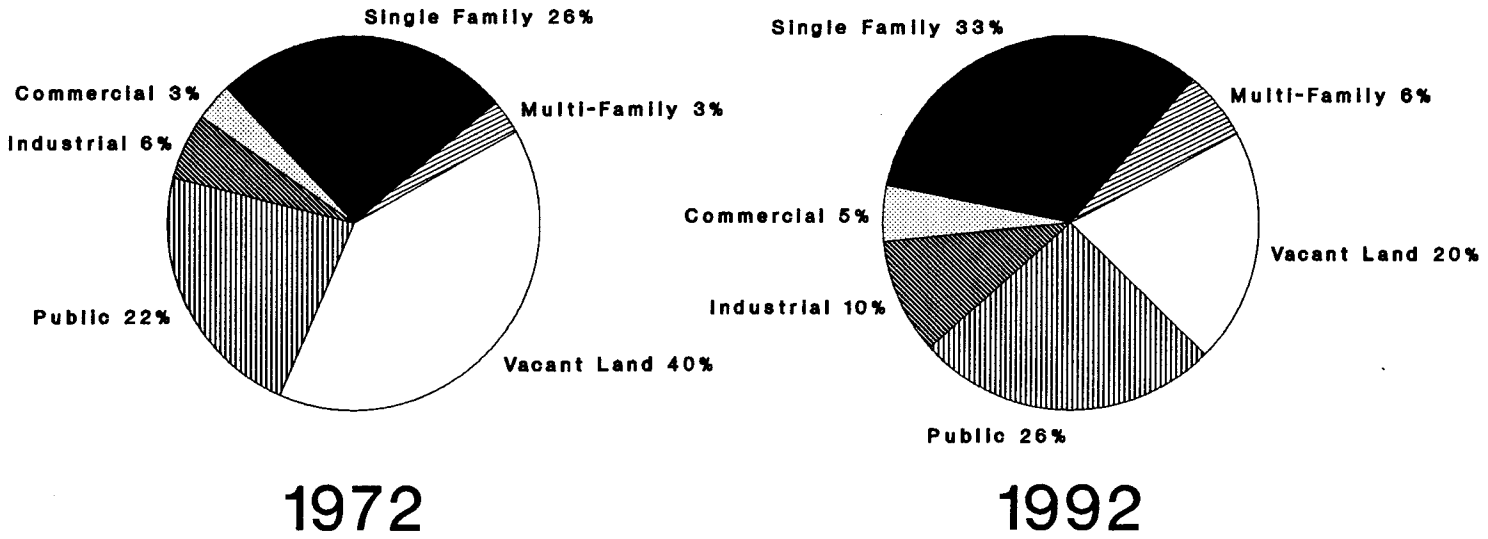


TABLE 5
WAYNE TOWNSHIP LAND USE SUBAREA ONE 1972-1992
(ACRES)

LAND USE	1972	1992	% OF 1972	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	984.7	935.5	10.2%	9.7%	-49.2	-5.0%
b. Low Density	1571.8	3417.0	16.3%	35.4%	1845.2	117.4%
c. Medium Density	441.5	1237.2	4.6%	12.8%	795.7	180.2%
Subtotal	2998.0	5589.7	31.1%	58.0%	2591.7	86.4%
2. COMMERCIAL						
a. Office	25.0	49.7	0.3%	0.5%	24.7	98.8%
b. Retail	166.9	296.3	1.7%	3.1%	129.4	77.5%
Subtotal	191.9	346.0	2.0%	3.6%	154.1	80.3%
3. INDUSTRIAL						
a. Light	25.2	77.7	0.3%	0.8%	52.5	208.3%
b. Heavy	156.6	177.5	1.6%	1.8%	20.9	13.3%
Subtotal	181.8	255.2	1.9%	2.6%	73.4	40.4%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	950.1	967.5	9.9%	10.0%	17.4	1.8%
b. Streets	743.5	752.1	7.7%	7.8%	8.6	1.2%
c. Public Parks	70.9	79.3	0.7%	0.8%	8.4	11.8%
Subtotal	1764.5	1798.9	18.3%	18.7%	34.4	1.9%
5. VACANT LANDS						
Acres in Township	9644.0	9644.0				
-Land Used 1-4	5136.2	7989.8	53.3%	82.8%	2853.6	55.6%
Vacant Land	4507.8	1654.2	46.7%	17.2%	-2853.6	-63.3%

FIGURE 6

SUBAREA ONE LAND USE

Wayne Township

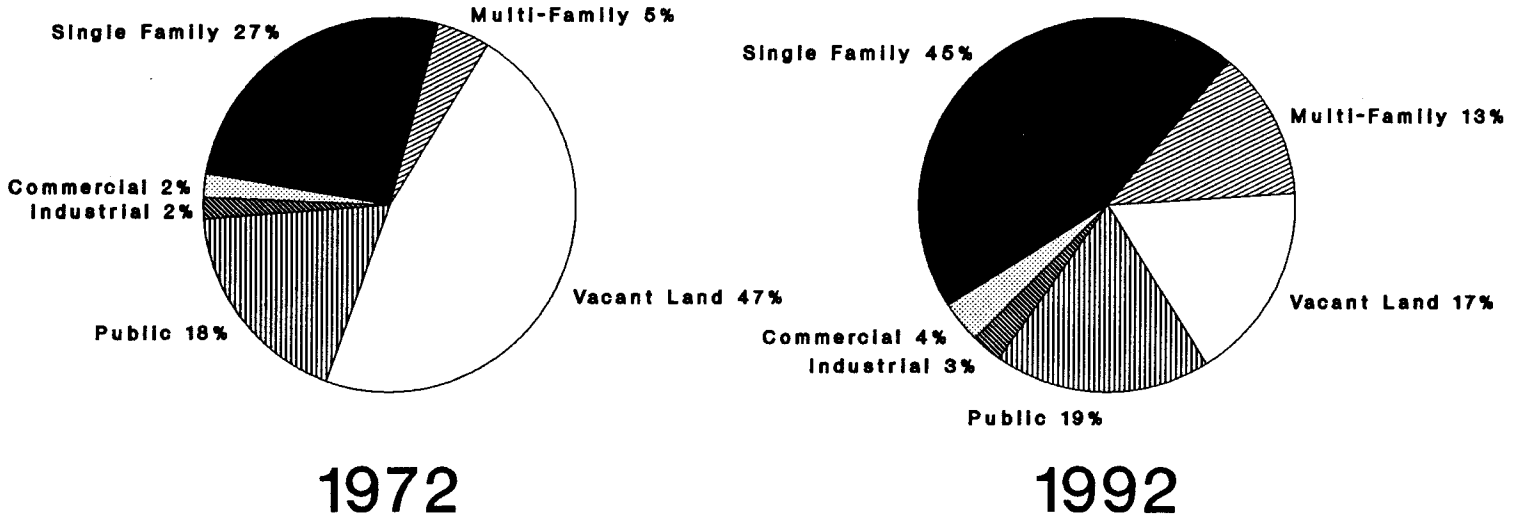


TABLE 6
WAYNE TOWNSHIP LAND USE 1972-1992 SUBAREA TWO
(ACRES)

LAND USE	1972	1992	% OF 1972	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	205.0	203.3	3.0%	3.0%	-1.7	-0.8%
b. Low Density	2113.0	2103.2	31.4%	31.2%	-9.8	-0.5%
c. Medium Density	332.9	403.5	4.9%	6.0%	70.6	21.2%
Subtotal	2650.9	2710.0	39.4%	40.2%	59.1	2.2%
2. COMMERCIAL						
a. Office	11.3	28.9	0.2%	0.4%	17.6	155.8%
b. Retail	381.0	474.0	5.7%	7.0%	93.0	24.4%
Subtotal	392.3	502.9	5.8%	7.5%	110.6	28.2%
3. INDUSTRIAL						
a. Light	36.7	96.2	0.5%	1.4%	59.5	162.1%
b. Heavy	309.5	383.3	4.6%	5.7%	73.8	23.8%
Subtotal	346.2	479.5	5.1%	7.1%	133.3	38.5%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	1113.2	1241.6	16.5%	18.4%	128.4	11.5%
b. Streets	394.8	430.0	5.9%	6.4%	35.2	8.9%
c. Public Parks	277.6	277.6	4.1%	4.1%	0.0	0.0%
Subtotal	1785.6	1949.2	26.5%	28.9%	163.6	9.2%
5. VACANT LANDS						
Acres in Township	6736.2	6736.2				
-Land Used 1-4	5175.0	5641.6	76.8%	83.8%	466.6	9.0%
Vacant Land	1561.2	1094.6	23.2%	16.2%	-466.6	-29.9%

FIGURE 7

SUBAREA TWO LAND USE

Wayne Township

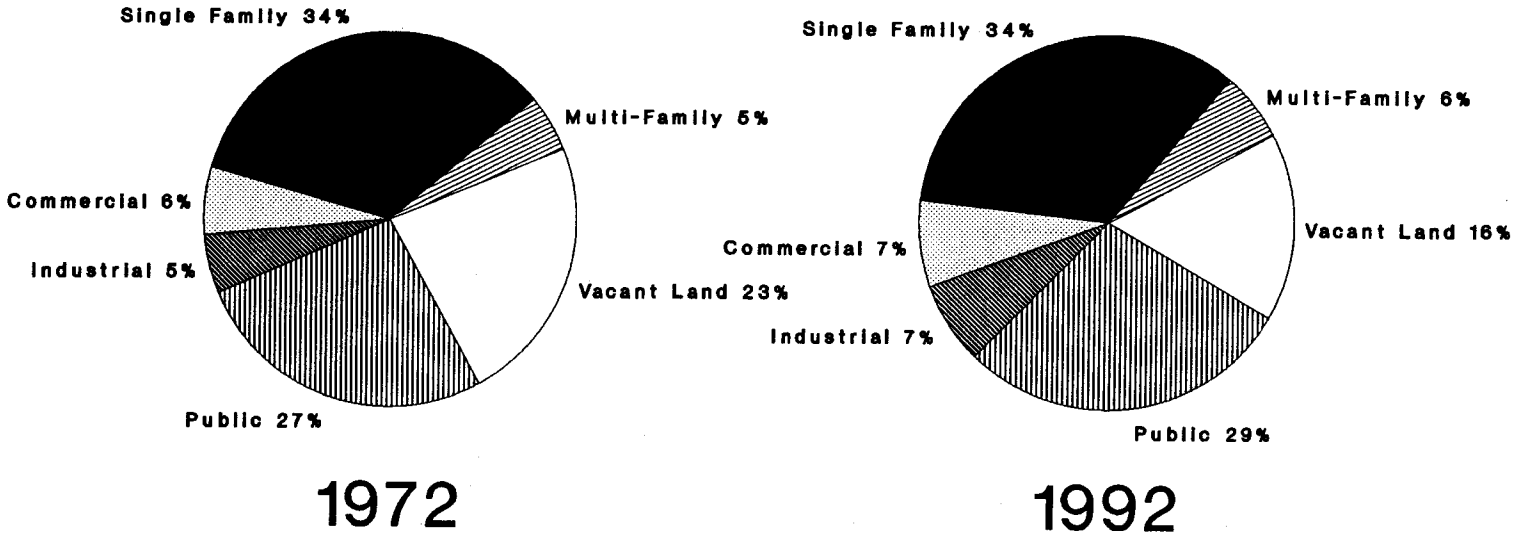


TABLE 7
WAYNE TOWNSHIP LAND USE SUBAREA THREE 1972-1992
(ACRES)

LAND USE	1972	1992	% OF 1972	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	25.6	31.7	0.8%	0.9%	6.1	23.8%
b. Low Density	1333.2	1340.7	39.8%	40.1%	7.5	0.6%
c. Medium Density	41.9	40.2	1.3%	1.2%	-1.7	-4.1%
Subtotal	1400.7	1412.6	41.9%	42.2%	11.9	0.8%
2. COMMERCIAL						
a. Office	2.7	2.3	0.1%	0.1%	-0.4	-14.8%
b. Retail	160.6	152.6	4.8%	4.6%	-8.0	-5.0%
Subtotal	163.3	154.9	4.9%	4.6%	-8.4	-5.1%
3. INDUSTRIAL						
a. Light	101.8	161.2	3.0%	4.8%	59.4	58.3%
b. Heavy	150.7	209.9	4.5%	6.3%	59.2	39.3%
Subtotal	252.5	371.1	7.5%	11.1%	118.6	47.0%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	378.2	407.2	11.3%	12.2%	29.0	7.7%
b. Streets	265.4	267.9	7.9%	8.0%	2.5	0.9%
c. Public Parks	212.3	212.3	6.3%	6.3%	0.0	0.0%
Subtotal	855.9	887.4	25.6%	26.5%	31.5	3.7%
5. VACANT LANDS						
Acres in Township	3346.2	3346.2				
-Land Used 1-4	2672.4	2826.0	79.9%	84.5%	153.6	5.7%
Vacant Land	673.8	520.2	20.1%	15.5%	-153.6	-22.8%

FIGURE 8

SUBAREA THREE LAND USE

Wayne Township

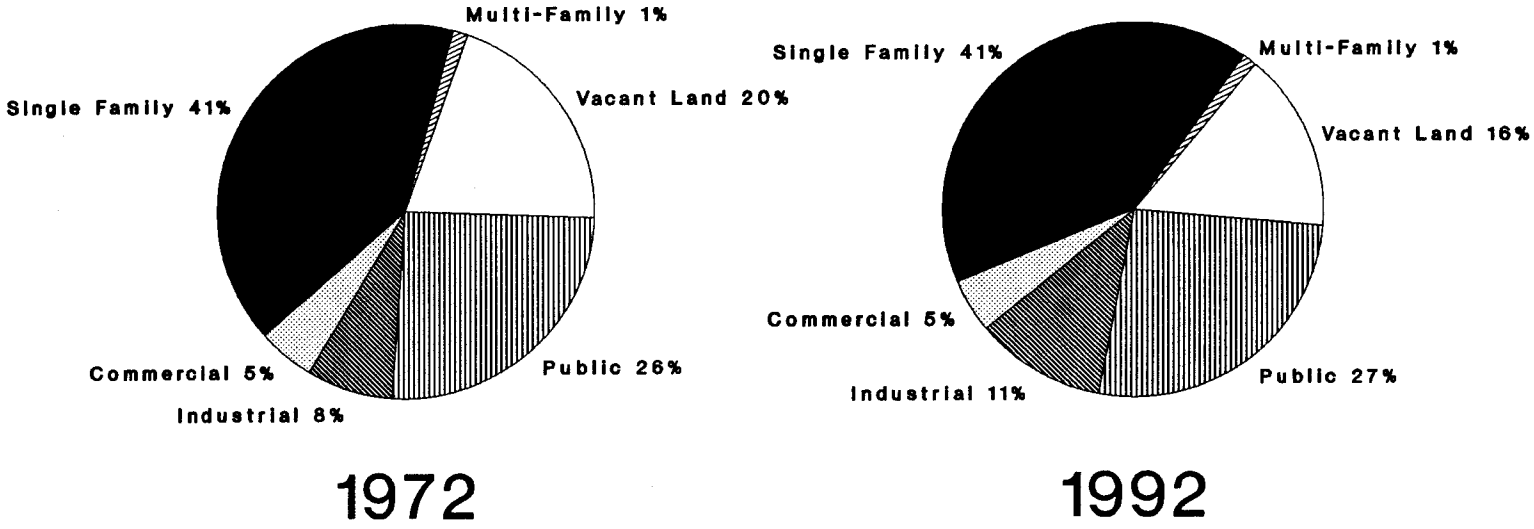


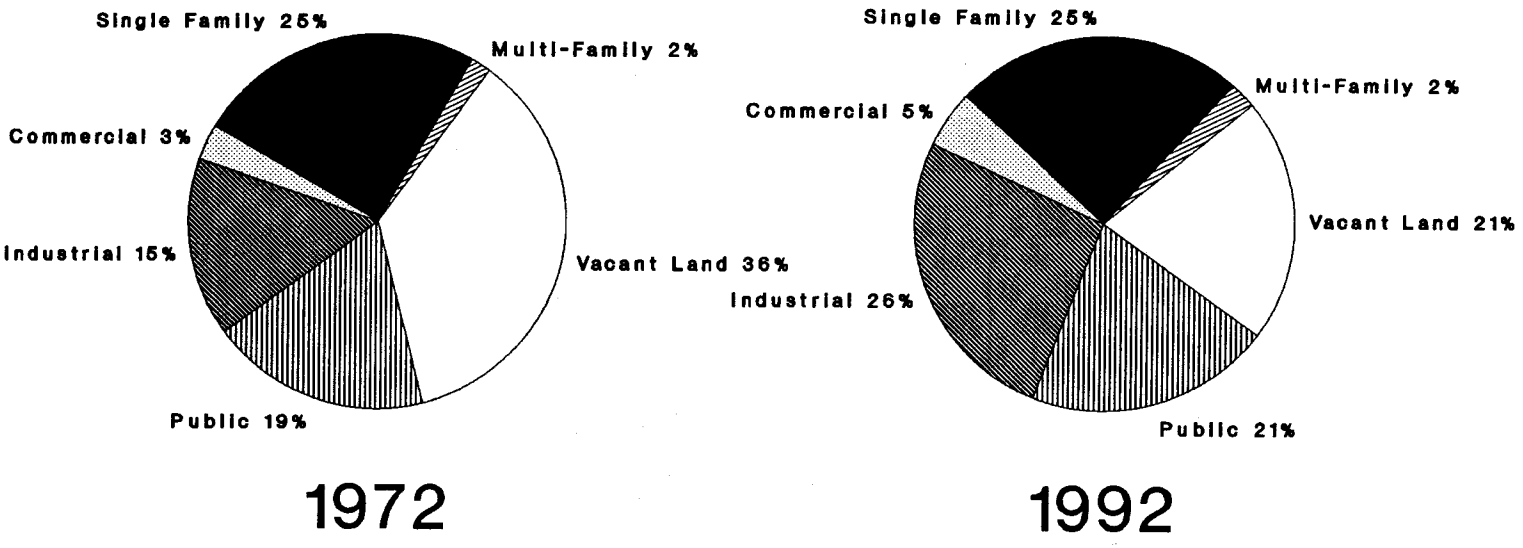
TABLE 8
WAYNE TOWNSHIP LAND USE SUBAREA FOUR 1972-1992
(ACRES)

LAND USE	1972	1992	% OF 1972	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	71.9	71.9	1.2%	1.2%	0.0	0.0%
b. Low Density	1401.0	1393.3	23.6%	23.5%	-7.7	-0.5%
c. Medium Density	103.0	135.7	1.7%	2.3%	32.7	31.7%
Subtotal	1575.9	1600.9	26.6%	27.0%	25.0	1.6%
2. COMMERCIAL						
a. Office	5.3	56.5	0.1%	1.0%	51.2	966.0%
b. Retail	177.3	236.0	3.0%	4.0%	58.7	33.1%
Subtotal	182.6	292.5	3.1%	4.9%	109.9	60.2%
3. INDUSTRIAL						
a. Light	277.4	552.0	4.7%	9.3%	274.6	99.0%
b. Heavy	638.7	986.1	10.8%	16.6%	347.4	54.4%
Subtotal	916.1	1538.1	15.5%	26.0%	622.0	67.9%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	338.4	465.2	5.7%	7.9%	126.8	37.5%
b. Streets	723.4	719.8	12.2%	12.1%	-3.6	-0.5%
c. Public Parks	58.5	58.5	1.0%	1.0%	0.0	0.0%
Subtotal	1120.3	1243.5	18.9%	21.0%	123.2	11.0%
5. VACANT LANDS						
Acres in Township	5924.5	5924.5				
-Land Used 1-4	3794.9	4675.0	64.1%	78.9%	880.1	23.2%
Vacant Land	2129.6	1249.5	35.9%	21.1%	-880.1	-41.3%

FIGURE 9

SUBAREA FOUR LAND USE

Wayne Township



CHAPTER 4

WAYNE TOWNSHIP ZONING CHANGES 1971 - 1992

One way to chart the type and direction of an area's future development is to examine zoning changes that have taken place over time. Zoning changes in Wayne Township were studied for the years 1971 through 1992. This twenty-one-year period was chosen because it is long enough to include numerous zoning changes, yet short enough that it would not likely include many second and third rezoning of properties. It also corresponds with the time period selected for the inventory of land use changes and it is the closest corresponding year for which zoning base maps are available. The following classifications for land uses were utilized.

RESIDENTIAL CATEGORY - The residential category was divided into two subcategories according to density:

1. Single-Family - This sub-category includes those single-family units with typical densities ranging from one to five units per acre. Properties zoned D-S, D-1, D-2, D-3, D-4, D-5 are included, as well as some D-Ps.

2. Multi-Family - This sub-category includes all apartment buildings, all mobile home parks, and some condominium complexes. Typical densities range between 5 and 15 units per acre. Zoning districts D-6, D-6-II, D-7, D-11, D-12 are included in this category, as well as some D-Ps.

COMMERCIAL CATEGORY - The commercial category has also been divided into two subcategories:

1. Office - Office districts permit buildings and associated property where record keeping, clerical work, or administrative and professional activities are generally transacted, and where the general public's rights and access are restricted. The zoning districts included in this sub-category are C-1, C-2, and some C-S districts.

2. Retail - Retail districts permit buildings and associated property where goods are sold to the ultimate consumer and where public access is generally unrestricted. This sub-category includes the C-3 through C-7 and some C-S zoning districts (e.g., Indianapolis Motor Speedway).

INDUSTRIAL CATEGORY - The industrial category was divided into light and heavy industrial subcategories:

1. Light Industrial - Light industrial uses are completely contained in an enclosed building and have very limited outside storage of raw material, equipment or manufactured products. Districts I-1-S, I-2-S, I-1-U and I-2-U are included in this sub-category. CID (Commercial - Industrial) districts are also included.

2. Heavy Industrial - Heavy industrial uses are those manufacturing, processing, warehousing and distribution activities which require buildings and open areas for their activities and which have a greater nuisance factor than light industrial uses. Districts I-3-S, I-3-U, I-4-S, I-4-U, I-5-S and I-5-U are classified as heavy industrial.

PUBLIC CATEGORY - The public category was divided into two subcategories: parks and special uses.

1. Parks - Parkland is included in this sub-category. The primary park district (PK-1) permits all sizes and ranges of public parkland and facilities.

2. Special uses - These districts include land activities that have characteristics of operation which do not readily permit classification in the usual residential, commercial or industrial districts. They are necessary to the economic health of the community but their specific control is also needed. Special uses include churches, schools, hospitals, airports, and power substations.

AGRICULTURAL CATEGORY - The agricultural category includes the A-1 and A-2 zoning districts. These districts were revised to the D-A zoning district in November, 1989. The majority of Wayne Township's A-1 and A-2 zoning was located in outlying or undeveloped areas of the county before the change to D-A zoning.

Although the zoning acreage figures are current to 1992, the task of counting and compiling much of the zoning data contained in this Data Inventory occurred prior to 1989. Therefore, this Data Inventory bases its agricultural zoning data on the A-1 and A-2 districts. (Note: Due to rounding, percentage calculations in the tables and figures may not add up to 100%.)

WAYNE TOWNSHIP ZONING CHANGES (Refer to Table 10 and Figure 11.)

Residential Category

During the twenty-one year period from 1971 to 1992, residentially zoned areas in Wayne Township increased by 856 acres, or a 7% increase. In 1971, residential zoning districts

accounted for 41% of the township's total land area. By 1992 that figure had increased to 43%. Most of the residential increase resulted from 575 acres being zoned to districts permitting low density development. Far fewer acres (267) were zoned to residential districts permitting medium density development. The land area zoned for high density residential development lost 25 acres. In terms of relative gains, the acreage rezoned to medium density residential zoning districts substantially out-paced the amount rezoned to either of the other two categories (14% versus 6% for low density and 4% for very low density).

Low density residentially zoned acreage accounted for 31% of all land in Wayne Township in 1971. However, by 1992 that figure had increased slightly to 32%. The amount of township land zoned for medium density residential development increased more slowly, from 6% in 1971 to 7% in 1992. Land zoned for very low density use increased 3% in 1971 to 4% in 1992. High density residential went from 0.4% in 1971 to 0.3% in 1992.

Commercial Category

Land zoned for commercial purposes increased by 976 acres, from 2,138 acres in 1971 to 3,115 acres in 1992. As a result of this 46% increase, the category's percentage share of all township land increased from 7% to 10%.

Acreage zoned for retail use exceeded acreage zoned for offices 2,671 to 444. Retail zoning increased from 1,922 acres in 1971 to 2,671 acres in 1992, a 39% increase for the period. Office zoning accounted for only 216 acres (0.7%) of the township's total land area in 1971, but grew by 105% to 444 acres, 1.4% of the township total, in 1992.

Industrial Category

The amount of land zoned for industrial use decreased by 0.7% from 6,153 acres in 1971 to 6,047 acres in 1992. Most of that decrease stemmed from a 121-acre loss of land zoned for heavy industry. Zoning of approximately 80 acres from industrial use to residential uses accounted for nearly 66% of the 121-acre decrease. The acres of land zoned for light industry increased slightly, 1.6% over the period, from 904 acres to 919 acres.

Land zoned for heavy industry decreased in its share of total land slightly from 17% to 16%, helping to reduce the percentage share for all industrially zoned land from 20% to 19% of all township land.

Public Category

Public and semi-public zoned lands accounted for 4,980 acres in 1971 (16% of total land). By 1992 this number increased to 5,249 acres (17%), resulting in a 9% overall increase in acres zoned for public or semi-public use. Nearly all of this increase is attributed to "other special uses" (rather than public parks or interstates). A total of 269 acres were rezoned to

Though a net total of 135 acres of special use zoned land was converted to other non-public districts, five acres were zoned for public park use during the same period. The change in acres zoned for public or semi-public use therefore is a loss of 130 acres, translating to an 12% reduction for the category. (Refer to Table 12 and Figure 13.)

Subarea 3

No agriculturally zoned acreage remains in Subarea 3.

The residential zoning category lost the most acreage with a loss of 17 acres (-1%). All of this loss came from the zoning categories which allow very low and low density residential development (a loss of 8 acres and 33 acres respectively). Conversely, zoning which allows medium density residential grew by 100%, increasing from 24 acres in 1971 to 47 acres in 1992.

The industrial zoning category also lost acreage, with a decrease of 14 acres. All of the industrial rezoning was from heavy industrial (-19 acres) to light or non-industrial uses. Rezoning added 5 acres for light industrial uses -- an 9% increase for this category.

Commercially zoned lands in Subarea 3 increased by a total of 44 acres (+11%). Most of this gain is the result of a 30-acre increase in land zoned for retail use. Acreage zoned for office use gained 15 acres, amounting to a 39% increase for that sub-category, compared with the 8% increase in retail zoned acreage.

Land zoned for public parks declined by 29 acres (-10%). The land zoned for special uses increased by 9% from 183 acres in 1971 to 199 acres in 1992. The result is a loss of 13.5 acres (3%) zoned for public and semi-public uses.

Subarea 4

The second lowest total of agriculturally zoned acreage is located in Subarea 4 -- only 108 acres in 1992. Between 1971 and 1992 the subarea lost 20% of its agriculturally zoned acreage.

Land zoned for industry lost 140 acres during the twenty-one year period, resulting in a 5.1% decrease. In 1971 industrially zoned land accounted for 46% of the subarea; and by 1992 it had dropped to 44%.

Residentially zoned land decreased by 80 acres (-4%). All of the lost residential rezoning was from the low density category, which lost 108 acres (a 5% decline). The only residential use category that increased in zoned acreage was that which allows medium density development -- 28 acres added for an increase of 18%.

The only zoning category to gain significantly was commercial, increasing by 54% from 360 acres in 1971 to 556 acres in 1992. Within this category 201 acres were zoned to allow

retail development, a 70% increase from 1971. Land zoned for office use decreased by six acres, or 8%.

In 1971 there was no land zoned for public park use. By 1992, 34 acres were rezoned for parks. This gain was from the dedication and development of Krannert and Stout Field parks. Special uses added 18 acres, resulting in an 11% increase in land zoned for this purpose. Overall, 51 acres were rezoned for public and semi-public uses, resulting in an 11% increase since 1971. (Refer to Table 14 and Figure 15.)

Subarea 5

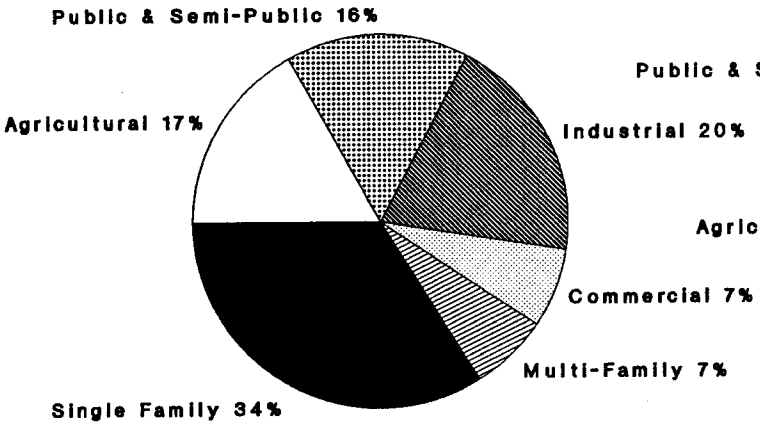
There were 520 fewer acres of agriculturally zoned land in Subarea 5 in 1992 than in 1971. There were also 10 fewer industrially zoned acres in 1992. Residential, special uses, and commercial uses absorbed these 530 acres, with gains of 333, 111, and 87 acres respectively. In terms of percentage shares, these gains amounted to 45%, 7%, and 48% increases respectively for each category's share of the subarea's total land acreage. As of 1992, 21% of the subarea remained zoned for agricultural use. (Refer to Table 15 and Figure 16.)

TABLE 10
WAYNE TOWNSHIP ZONING CHANGES 1971-1992
(ACRES)

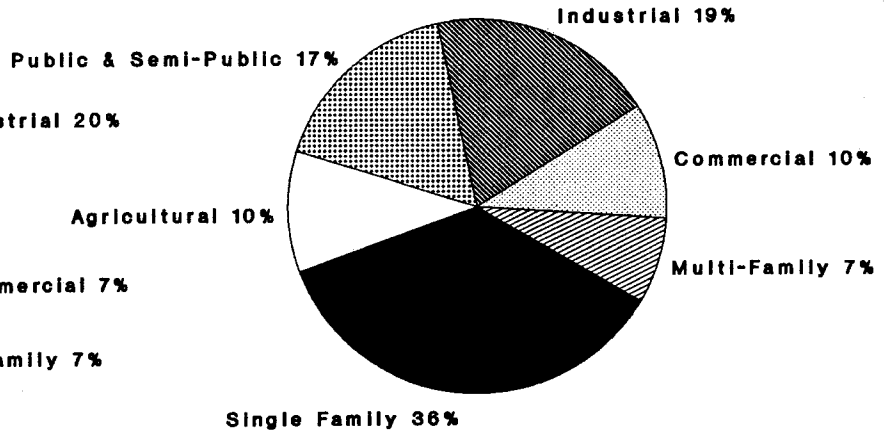
LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	1062.7	1101.2	3.4%	3.5%	38.5	3.6%
b. Low Density	9547.2	10122.7	30.6%	32.4%	575.5	6.0%
c. Medium Density	1966.2	2233.6	6.3%	7.2%	267.4	13.6%
d. High Density	125.0	100.0	0.4%	0.3%	-25.0	-20.0%
Subtotal	12701.1	13557.5	40.7%	43.4%	856.4	6.7%
2. COMMERCIAL						
a. Office	216.2	443.5	0.7%	1.4%	227.3	105.1%
b. Retail	1921.5	2671.0	6.2%	8.6%	749.5	39.0%
Subtotal	2137.7	3114.5	6.8%	10.0%	976.8	45.7%
3. INDUSTRIAL						
a. Light	904.4	918.5	2.9%	2.9%	14.1	1.6%
b. Heavy	5248.8	5128.1	16.8%	16.4%	-120.7	-2.3%
Subtotal	6153.2	6046.6	19.7%	19.4%	-106.6	-0.7%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	3518.2	3780.0	11.3%	12.1%	261.8	7.4%
b. Interstates	780.3	780.3	2.5%	2.5%	0.0	0.0%
c. Public Parks	681.5	688.8	2.2%	2.2%	7.3	1.1%
Subtotal	4980.0	5249.1	15.9%	16.8%	269.1	8.5%
5. VACANT LANDS						
Agriculture	5254.7	3259.0	16.8%	10.4%	-1995.7	-38.0%
TOTAL	31226.7	31226.7				

FIGURE 11

TOTAL GENERALIZED ZONING
Wayne Township



1971



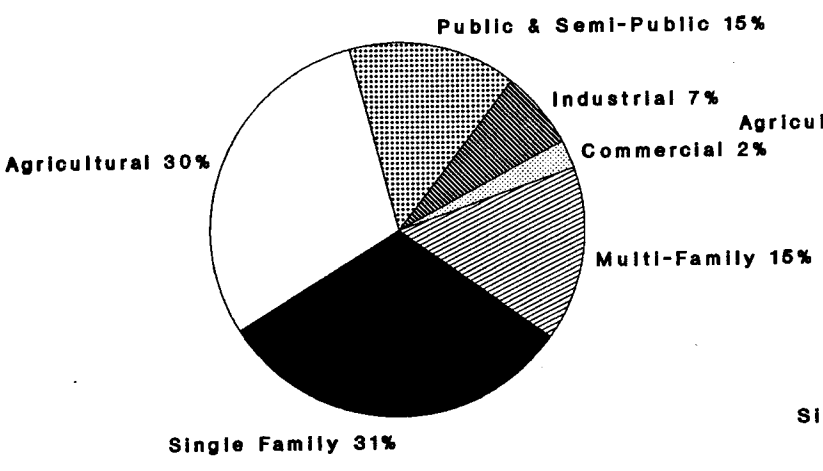
1992

TABLE 11
WAYNE TOWNSHIP ZONING CHANGES SUBAREA ONE 1971-1992
(ACRES)

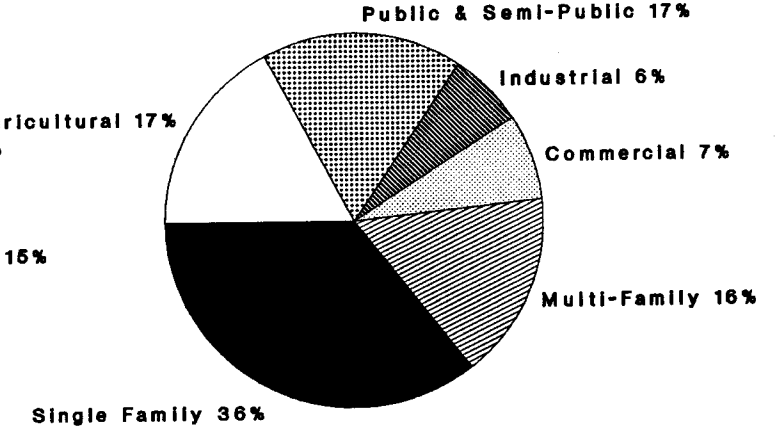
LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	815.1	845.7	8.5%	8.8%	30.6	3.8%
b. Low Density	2201.2	2583.2	22.8%	26.8%	382.0	17.4%
c. Medium Density	1336.0	1465.6	13.9%	15.2%	129.6	9.7%
d. High Density	121.5	96.5	1.3%	1.0%	-25.0	-20.6%
Subtotal	4473.8	4991.0	46.4%	51.8%	517.2	11.6%
2. COMMERCIAL						
a. Office	46.5	234.6	0.5%	2.4%	188.1	404.5%
b. Retail	183.0	474.5	1.9%	4.9%	291.5	159.3%
Subtotal	229.5	709.1	2.4%	7.4%	479.6	209.0%
3. INDUSTRIAL						
a. Light	99.7	78.7	1.0%	0.8%	-21.0	-21.1%
b. Heavy	555.3	543.5	5.8%	5.6%	-11.8	-2.1%
Subtotal	655.0	622.2	6.8%	6.5%	-32.8	-5.0%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	1015.9	1268.1	10.5%	13.1%	252.2	24.8%
b. Interstates	309.5	309.5	3.2%	3.2%	0.0	0.0%
c. Public Parks	87.8	85.8	0.9%	0.9%	-2.0	-2.3%
Subtotal	1413.2	1663.4	14.7%	17.2%	250.2	17.7%
5. VACANT LANDS						
Agriculture	2872.5	1658.3	29.8%	17.2%	-1214.2	-42.3%
TOTAL	9644.0	9644.0				

FIGURE 12

SUBAREA ONE LAND ZONING
Wayne Township



1971



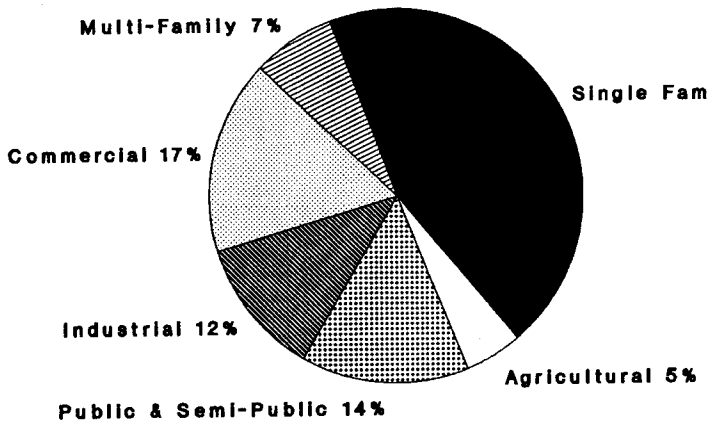
1992

TABLE 12
WAYNE TOWNSHIP ZONING CHANGES SUBAREA TWO 1971-1992
(ACRES)

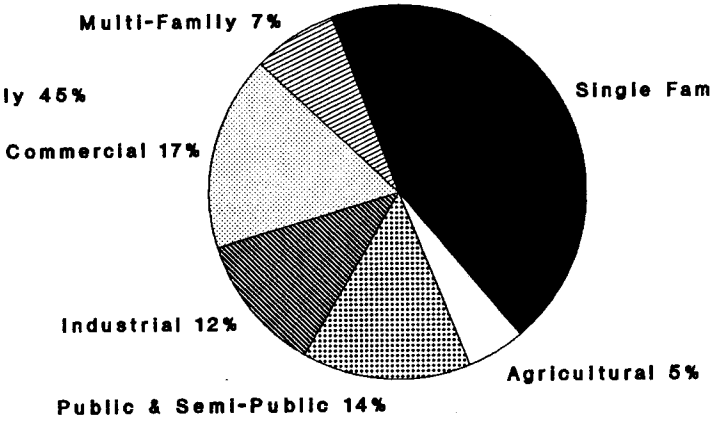
LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	179.2	170.7	2.7%	2.5%	-8.5	-4.7%
b. Low Density	2845.6	2830.1	42.2%	42.0%	-15.5	-0.5%
c. Medium Density	356.0	483.5	5.3%	7.2%	127.5	35.8%
d. High Density	0.8	0.8	0.0%	0.0%	0.0	0.0%
Subtotal	3381.6	3485.1	50.2%	51.7%	103.5	3.1%
2. COMMERCIAL						
a. Office	45.4	73.3	0.7%	1.1%	27.9	61.5%
b. Retail	914.8	1057.4	13.6%	15.7%	142.6	15.6%
Subtotal	960.2	1130.7	14.3%	16.8%	170.5	17.8%
3. INDUSTRIAL						
a. Light	213.0	289.6	3.2%	4.3%	76.6	36.0%
b. Heavy	504.1	517.4	7.5%	7.7%	13.3	2.6%
Subtotal	717.1	807.0	10.6%	12.0%	89.9	12.5%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	706.4	571.5	10.5%	8.5%	-134.9	-19.1%
b. Interstates	104.9	104.9	1.6%	1.6%	0.0	0.0%
c. Public Parks	293.0	298.1	4.3%	4.4%	5.1	1.7%
Subtotal	1104.3	974.5	16.4%	14.5%	-129.8	-11.8%
5. VACANT LANDS						
Agriculture	573.0	338.9	8.5%	5.0%	-234.1	-40.9%
TOTAL	6736.2	6736.2				

FIGURE 13

SUBAREA TWO LAND ZONING
Wayne Township



1971



1992

TABLE 13
WAYNE TOWNSHIP ZONING CHANGES SUBAREA THREE 1971-1992
(ACRES)

LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	68.4	60.8	2.0%	1.8%	-7.6	-11.1%
b. Low Density	1781.0	1748.5	53.2%	52.3%	-32.5	-1.8%
c. Medium Density	23.5	47.0	0.7%	1.4%	23.5	100.0%
d. High Density	0.0	0.0	0.0%	0.0%	0.0	0.0%
Subtotal	1872.9	1856.3	56.0%	55.5%	-16.6	-0.9%
2. COMMERCIAL						
a. Office	37.3	51.8	1.1%	1.5%	14.5	38.7%
b. Retail	370.7	400.6	11.1%	12.0%	29.9	8.1%
Subtotal	408.0	452.4	12.2%	13.5%	44.4	10.9%
3. INDUSTRIAL						
a. Light	54.5	59.2	1.6%	1.8%	4.7	8.6%
b. Heavy	503.8	484.8	15.1%	14.5%	-19.0	-3.8%
Subtotal	558.3	544.0	16.7%	16.3%	-14.3	-2.6%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	183.0	198.9	5.5%	5.9%	15.8	8.7%
b. Interstates	23.3	23.3	0.7%	0.7%	0.0	0.0%
c. Public Parks	300.7	271.4	9.0%	8.1%	-29.3	-9.7%
Subtotal	507.0	493.5	15.2%	14.7%	-13.5	-2.7%
5. VACANT LANDS						
Agriculture	0.0	0.0	0.0%	0.0%	0.0	0.0%
TOTAL	3346.2	3346.2				

FIGURE 14

SUBAREA THREE LAND ZONING
Wayne Township

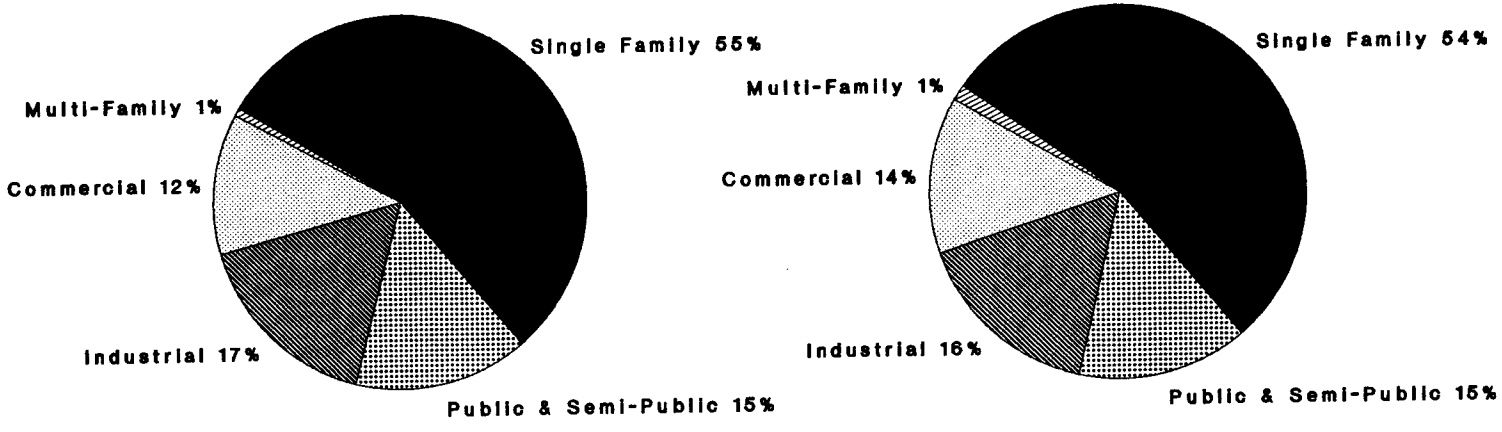


TABLE 14
WAYNE TOWNSHIP ZONING CHANGES SUBAREA FOUR 1971-1992
(ACRES)

LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	0.0	0.0	0.0%	0.0%	0.0	0.0%
b. Low Density	2064.1	1955.7	34.8%	33.0%	-108.4	-5.3%
c. Medium Density	158.7	186.8	2.7%	3.2%	28.1	17.7%
d. High Density	2.7	2.7	0.0%	0.0%	0.0	0.0%
Subtotal	2225.5	2145.2	37.6%	36.2%	-80.3	-3.6%
2. COMMERCIAL						
a. Office	73.6	68.1	1.2%	1.1%	-5.5	-7.5%
b. Retail	286.7	488.1	4.8%	8.2%	201.4	70.2%
Subtotal	360.3	556.2	6.1%	9.4%	195.9	54.4%
3. INDUSTRIAL						
a. Light	221.3	209.4	3.7%	3.5%	-11.9	-5.4%
b. Heavy	2521.8	2394.0	42.6%	40.4%	-127.8	-5.1%
Subtotal	2743.1	2603.4	46.3%	43.9%	-139.7	-5.1%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	161.9	179.7	2.7%	3.0%	17.8	11.0%
b. Interstates	298.6	298.6	5.0%	5.0%	0.0	0.0%
c. Public Parks	0.0	33.5	0.0%	0.6%	33.5	3350.0%
Subtotal	460.5	511.8	7.8%	8.6%	51.3	11.1%
5. VACANT LANDS						
Agriculture	135.1	107.9	2.3%	1.8%	-27.2	-20.1%
TOTAL	5924.5	5924.5				

FIGURE 15

SUBAREA FOUR LAND ZONING
Wayne Township

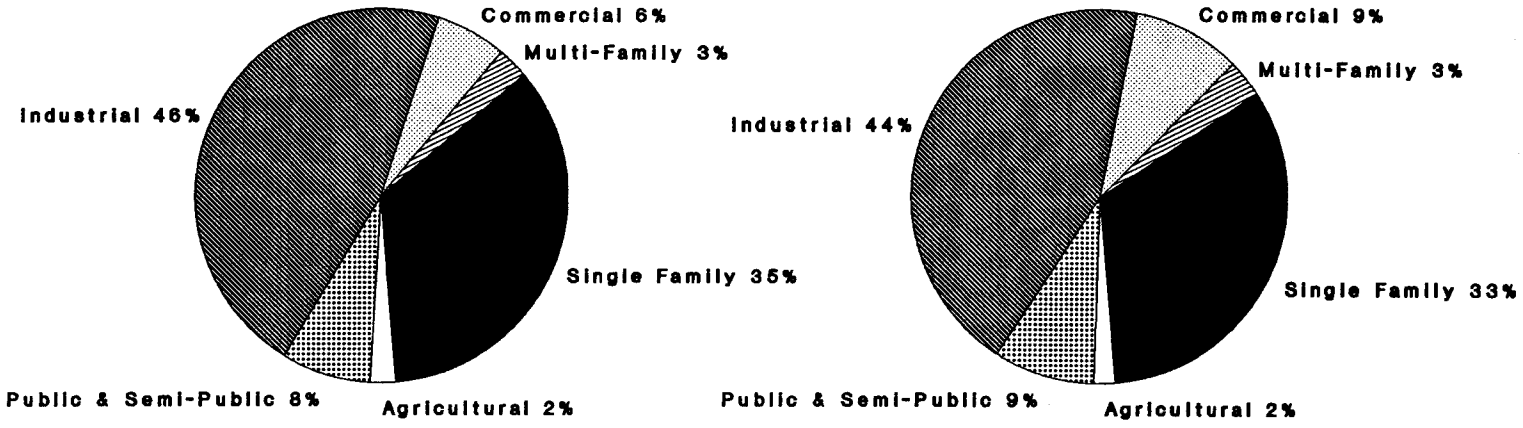
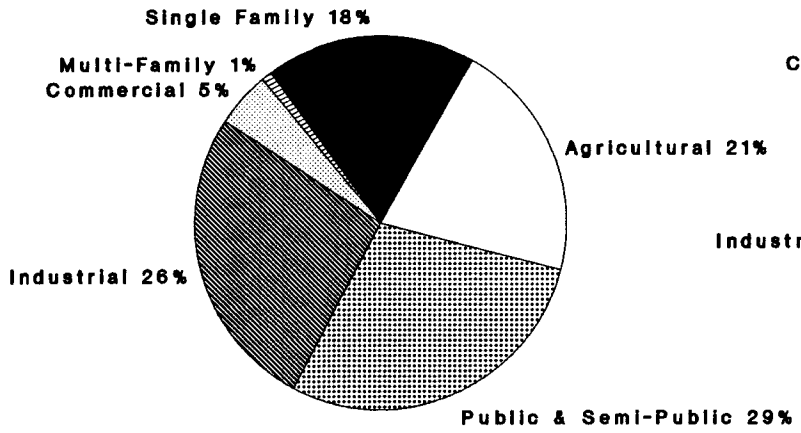


TABLE 15
WAYNE TOWNSHIP ZONING CHANGES SUBAREA FIVE 1971-1992
(ACRES)

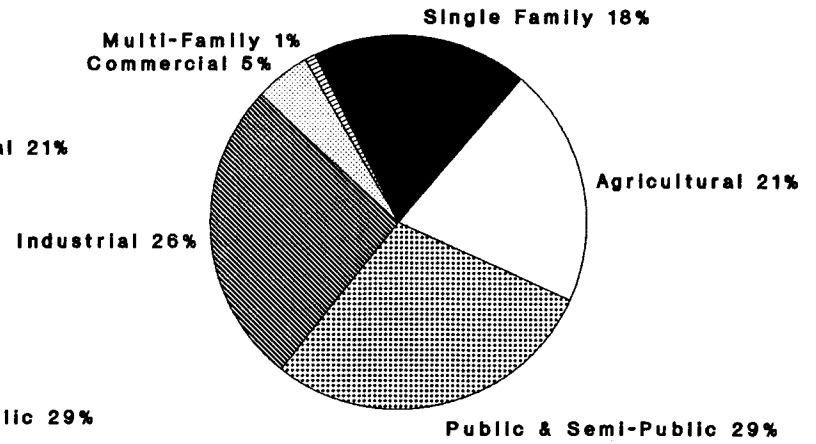
LAND USE	1971	1992	% OF 1971	% OF 1992	ABSOLUTE CHANGE	% CHANGE
1. RESIDENTIAL						
a. Very Low Density	0.0	24.0	0.0%	0.4%	24.0	0.0%
b. Low Density	655.3	1005.2	11.8%	18.0%	349.9	53.4%
c. Medium Density	92.0	50.7	1.6%	0.9%	-41.3	-44.9%
d. High Density	0.0	0.0	0.0%	0.0%	0.0	0.0%
Subtotal	747.3	1079.9	13.4%	19.4%	332.6	44.5%
2. COMMERCIAL						
a. Office	13.4	15.8	0.2%	0.3%	2.4	17.9%
b. Retail	166.3	250.4	3.0%	4.5%	84.1	50.6%
Subtotal	179.7	266.2	3.2%	4.8%	86.5	48.1%
3. INDUSTRIAL						
a. Light	315.9	281.6	5.7%	5.1%	-34.3	-10.9%
b. Heavy	1163.8	1188.4	20.9%	21.3%	24.6	2.1%
Subtotal	1479.7	1470.0	26.5%	26.4%	-9.7	-0.7%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	1451.0	1561.8	26.0%	28.0%	110.8	7.6%
b. Interstates	44.0	44.0	0.8%	0.8%	0.0	0.0%
c. Public Parks	0.0	0.0	0.0%	0.0%	0.0	0.0%
Subtotal	1495.0	1605.8	26.8%	28.8%	110.8	7.4%
5. VACANT LANDS						
Agriculture	1674.1	1153.9	30.0%	20.7%	-520.2	-31.1%
TOTAL	5575.8	5575.8				

FIGURE 16

SUBAREA FIVE LAND ZONING
Wayne Township



1971



1992

CHAPTER 5

LAND USE, ZONING AND 1984 COMPREHENSIVE PLAN COMPARISONS

METHODOLOGY

Three files (or data bases) were utilized to obtain the data which are compared in this section. They are:

1. The general land use plan from the 1984 Marion County Comprehensive Plan, which recommends a land use pattern for Wayne Township when fully developed;

2. The current official zoning maps, which indicate 1992 zoning classifications for each parcel in the township; and

3. The land use inventory, showing the 1992 existing land uses.

The Marion County Comprehensive Plan contains a general land use plan for each township. This chapter compares the 1984 Marion County Comprehensive Plan's land use recommendations for Wayne Township to the land use and zoning inventories previously discussed in this study. These comparisons will offer insight regarding the success of the general land use plan objectives.

Unfortunately, exact comparisons among the 1984 Comprehensive Plan, Land Use Inventory and Zoning Ordinance cannot be made because of variations in land use classifications and boundary lines. One example of a land use classification problem is the Indianapolis Motor Speedway, which is interpreted as commercial zoning. However, it is shown on the 1984 Comprehensive Plan as special use, and was considered a special use in the land use tabulations. Also, the Zoning Ordinance contains the Dwelling-Agriculture district that has some correlation to the vacant land category contained in the land use inventory. However, the Comprehensive Plan is a policy guide that assumes full development -- it contains no vacant land or agricultural categories for comparisons.

The boundary line problem principally affects the vacant land category of the Land Use Inventory when compared to the zoning districts. Property lines generally serve as the determinant when a zoning boundary is needed. The land use inventory was prepared from aerial photography that does not identify property lines. Therefore, general estimates were made in the land use inventory regarding the actual amount of land used. This method tends to generate high vacant land use numbers for the land use inventory. (Note: Due to rounding, percentage calculations in the tables and figures may not add up to 100%.)

The limitations are inherent in any analysis of land use employing these three information bases. Nevertheless, it is possible to offer the generalized comparisons that follow. (Refer to Table 16 and Figure 17, pp. 62 and 63.)

Residential

Residentially developed land in Wayne Township accounted for 12,126 acres (39%) of the total land area in 1992. At the same time, 13,558 acres were zoned for residential purposes in 1992, resulting in a difference of 1,432 acres which are zoned and presumed to be undeveloped. The 1984 Comprehensive Plan recommends that, ultimately, 16,254 acres (or 52% of the township) should be developed residentially. Approximately one-half of that new development could occur on land already zoned for that purpose. The remainder would probably occur on undeveloped land currently zoned for agriculture.

Single-family residential land uses accounted for 10,264 acres (33% of the township's total land area) in 1992, while 11,223 acres (36%) of the land was zoned for very low or low density (single-family) residential uses. The 1984 Comprehensive Plan recommends the ultimate development of 13,251 acres (43% of the township's total land area) for very low or low density residential use. These figures correspond well with those for all residential categories.

Multi-family residential development (medium and high density) shows a similar difference between land area percentages. Existing multi-family developments comprise approximately 6% of the total land area (1,862 acres), while land zoned for medium and high density residential development accounts for 8% (2,333 acres). The corresponding figures from the 1984 Comprehensive Plan Land Use Map are 10% and 3,003 acres.

Commercial

In 1992, 1,509 acres of land were used for commercial purposes, accounting for 5% of the land in Wayne Township. According to the 1984 Comprehensive Plan, 1,866 acres (6%) should eventually be developed commercially. Yet Wayne Township has much more land zoned for commercial use than what is recommended in the plan. In all, 3,115 acres are zoned for commercial uses (2,671 acres for retail use and 444 acres for office use). than is planned for commercial use. However, when the acreage zoned C-S for the Indianapolis Motor Speedway is deleted from the total commercial zoning acreage, the amount of land zoned and planned for commercial uses is nearly the same.

Industrial

The amount of land zoned for industrial use in Wayne Township also exceeds the amount planned for that use (6,047 acres and 19% vs. 5,128 acres and 19%). This difference is primarily attributable to the heavy industrial sub-category, where 5,128 acres (the same amount of land recommended by the 1984 Comprehensive Plan for all industrial uses) are zoned for heavy industrial uses and only 4,151 acres are planned for it. In terms of existing

land use, 1,961 acres out of 3,135 total industrial developed acres are used for heavy industry. A total of 1,174 acres are in use for light industry, although only 919 acres are zoned for it.

Public & Semi-Public

This category includes public uses such as the airport, churches, schools, parks, and municipal buildings, as well as land recommended for limited development (Urban Conservation). Land given the Urban Conservation designation is often within a floodplain or possesses substantial woodland areas, steep slopes, or other environmental features.

Slightly more acreage is planned for public parks and other public/semi-public uses than is either existing or zoned. In 1992, 7,979 acres were planned for public uses, but only 8,119 acres were in use for public uses, and only 5,249 acres were actually zoned for public and semi-public use.

These figures have limited value, however, because the plan does not recognize small schools, churches and municipal properties. Also, as stated above, the Urban Conservation district, which is recommended for 1,054 acres, is unique to the Comprehensive Plan and cannot be effectively compared with the zoning and existing land use acreage.

Streets were included in both the existing land use analysis and the 1984 Comprehensive Plan, but were not included in the zoning (with the exception of interstates). There is no zoning classification for streets or street rights-of-way. Instead, approximately 2,400 acres were apportioned to other land use categories, resulting in an under-representation of total public land by zoning.

SUBAREA COMPARISONS

Subarea 1

Most of the land in Subarea 1 is either already in use residentially (58%), zoned residentially (52%), or planned for residential use (68%). In most cases those lands which are zoned residentially but are not planned for such use are designated by the 1984 Comprehensive Plan as Urban Conservation.

Much more commercial land is zoned than is planned in Subarea 1 (7% compared to 5%). The differential for industrial land is not as great (7% vs. 6%). Of the industrial land, the majority of the acreage is used, zoned, and planned for heavy industry.

The 1984 Comprehensive Plan shows a higher percentage of total land area designated for public and semi-public uses than either the actual land use or the zoning figures indicate (21% vs. 19% and 17% respectively). This discrepancy results from the fact that both

streets and lands designated for Urban Conservation are accounted for as public or semi-public lands by the 1984 Comprehensive Plan. (Together they total 812 acres, or 7.3% of the subarea's total land acreage).

In 1992, 1,654 acres remained vacant (17% of the township's total acreage). (Refer to Table 17 and Figure 18.)

Subarea 2

Most of the land in Subarea 2 is currently developed, with only 16% being undeveloped and 5% zoned for agriculture. According to the 1984 Comprehensive Plan, 3,972 of the 6,736 total acres (59% of the entire subarea) are planned for residential development. As of 1992, 2,710 acres (40%) were used for residential purposes. However, 3,485 acres (52%) were residentially zoned. Almost all of the residential land is used for single-family dwellings (88%) and 86% is zoned for single family development.

The number of acres zoned for commercial use in 1992 were nearly twice the number planned for commercial use by the 1984 Comprehensive Plan (1,131 acres vs. 598 acres), and only 503 acres were actually developed commercially as of 1992. Of the acreage planned for industrial use (455 acres) or zoned for industrial use (807 acres), 580 acres were developed as of 1992. Approximately the same percentage of the subarea is used and planned for public and semi-public purposes (29% and 25% respectively). (Refer to Table 18 and Figure 19.)

Subarea 3

Subarea 3 is almost fully developed and primarily residential in character, with 42.2% of its land being used for residential purposes in 1992. Even larger percentages are zoned for residential development (56%) and planned for residential development (63%). About 97% of all the subarea's residential land is single-family.

Commercially, the subarea contains only 155 developed acres, although 452 acres are zoned for commercial use (14% of the subarea's total). The 1984 Comprehensive Plan calls for 263 acres of commercial land (8% of the subarea).

More land is zoned for industrial use than either exists or is planned (544 acres vs. 371 acres and 295 acres). Though 16% of the subarea remained vacant in 1992, none of the land remains agriculturally zoned. (Refer to Table 19 and Figure 20.)

Subarea 4

Subarea 4 is almost as fully developed as Subarea 5. Only 21% (1,250 acres) of this subarea remained vacant in 1992 and of that only 2% (108 acres) was zoned for agriculture. Most of the subarea (42%) is planned for industrial uses. As of 1992, 40% (2,394 acres) was zoned for heavy industry and 4% (209 acres) was zoned for light industry. Much less land was

actually being used for industry in 1992 than was zoned or planned. Only 26% of the land in 1992 was used for industrial purposes and only 17% (986 acres) was used for heavy industry.

More land is planned and zoned for residential development than currently exists (37% and 36% vs. 27%). Very low and low density single family development currently represent 92% of the residentially developed land in the subarea.

The 1984 Comprehensive Plan recommended that 340 acres (6% of the subarea) be developed for commercial purposes. As of 1992, 293 acres (5%) were used commercially. Almost twice as much land is zoned for commercial (556 acres) than is used or planned. (Refer to Table 20 and Figure 21.)

Subarea 5

Special use development (36% of the total area) predominates in Subarea 5 due to the presence of the Indianapolis International Airport. Consequently, public and semi-public land use accounts for 40% (2,247 acres) of the total land for the subarea. The 1984 1984 Comprehensive Plan recommends that 7% of the subarea's land be devoted to Urban Conservation areas. Only 29% (1,606 acres) is zoned for public and semi-public uses. This is primarily due to the exclusion of streets, which account for approximately 220 acres, and the need for rezoning of airport land to its appropriate zoning category.

As of 1992 only 15% (813 acres) of Subarea 5 was being used for residential purposes. The percentages are higher for land zoned for residential uses (19%) or planned for residential uses (27%). Most of the residential land is developed (14%), zoned (18%), or planned (25%) for very low and low densities.

Again, more land is zoned commercially than is planned (5% vs. 3%). About the same percentage of land is being used as is planned for commercial development (4% and 3%). Almost all of the commercially zoned land is for retail uses (94% of that category).

The amount of land zoned for industry also exceeds the amount shown on the 1984 Comprehensive Plan (26% vs. 23%). Only 9% (491 acres) is currently being used for industry. This indicates that there is land available for industrial development. Ongoing development of industrial land and planned development activity will decrease the amount of land available for industrial uses.

A total of 33% of Subarea 5 remained vacant in 1992, but about one-third of this is already zoned for non-agricultural uses. In fact, only 20.7% was zoned for agriculture in 1992. (Refer to Table 21 and Figure 22.)

TABLE 16
WAYNE TOWNSHIP LAND USE COMPARISON
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	1319.1	4.2%	1101.2	3.5%	1020.0	3.3%
b. Low Density	8945.0	28.6%	10122.7	32.4%	12231.0	39.2%
c. Medium Density	1862.3	6.0%	2233.6	7.2%	2874.4	9.2%
D. High Density	0.0	0.0%	100.0	0.3%	128.5	0.4%
Subtotal	12126.4	38.8%	13557.5	43.4%	16253.9	52.1%
2. COMMERCIAL						
a. Office	144.1	0.5%	443.5	1.4%		
b. Retail	1364.8	4.4%	2671.0	8.6%		
Subtotal	1508.9	4.8%	3114.5	10.0%	1865.6	6.0%
3. INDUSTRIAL						
a. Light	1173.7	3.8%	918.5	2.9%	976.8	3.1%
b. Heavy	1960.9	6.3%	5128.1	16.4%	4151.0	13.3%
Subtotal	3134.6	10.0%	6046.6	19.4%	5127.8	16.4%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	5060.4	16.2%	3780.0	12.1%	3937.5	12.6%
b. Streets	2437.3	7.8%	780.3	2.5%	2413.9	7.7%
c. Public Parks	621.5	2.0%	688.8	2.2%	573.2	1.8%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	1054.8	3.4%
Subtotal	8119.2	26.0%	5249.1	16.8%	7979.4	25.6%
5. VACANT LANDS	6337.2	20.3%	3259.0	10.4%	0.0	0.0%
TOTAL	31226.3		31226.7		31226.7	

FIGURE 17

COMPREHENSIVE PLAN LAND USE
Wayne Township

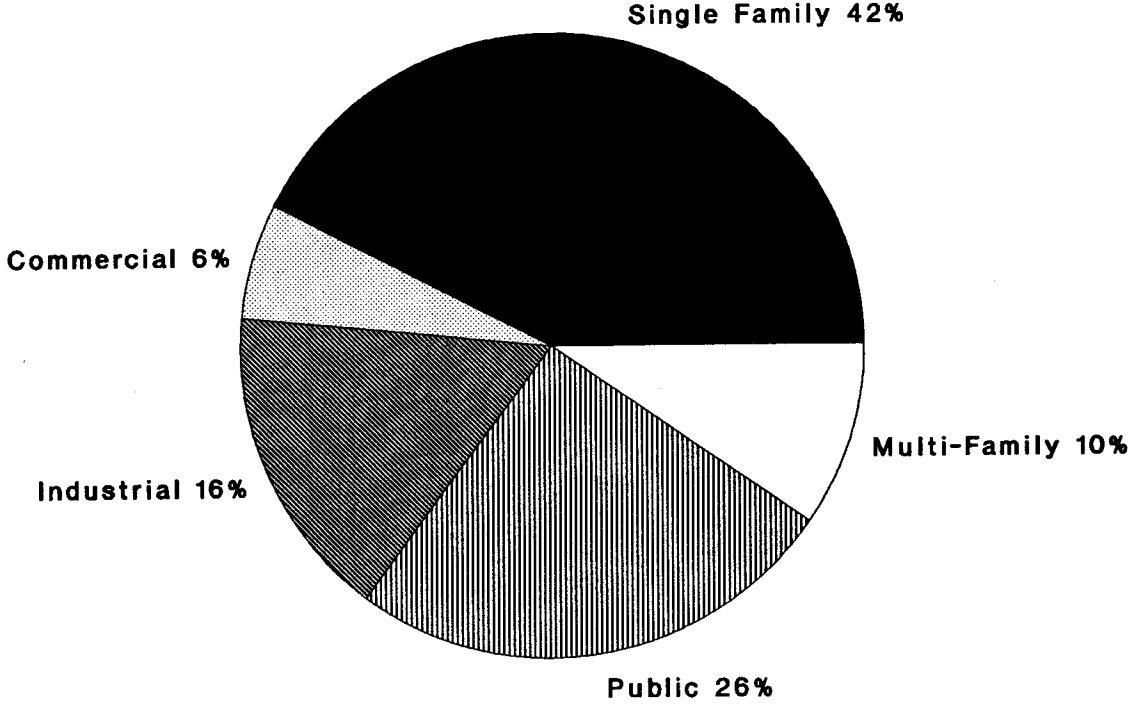


TABLE 17
WAYNE TOWNSHIP LAND USE COMPARISON
SUBAREA ONE
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	935.5	9.7%	875.7	9.1%	759.9	7.9%
b. Low Density	3417.0	35.4%	2583.2	26.8%	3785.5	39.3%
c. Medium Density	1237.2	12.8%	1465.6	15.2%	1850.0	19.2%
D. High Density	0.0	0.0%	96.5	1.0%	128.5	1.3%
Subtotal	5589.7	58.0%	5021.0	52.1%	6523.9	67.6%
2. COMMERCIAL						
a. Office	49.7	0.5%	234.6	2.4%		
b. Retail	296.3	3.1%	474.5	4.9%		
Subtotal	346.0	3.6%	709.1	7.4%	473.9	4.9%
3. INDUSTRIAL						
a. Light	77.7	0.8%	78.7	0.8%	149.3	1.5%
b. Heavy	177.5	1.8%	543.5	5.6%	458.6	4.8%
Subtotal	255.2	2.6%	622.2	6.5%	607.9	6.3%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	967.5	10.0%	1268.1	13.1%	573.9	6.0%
b. Streets	752.1	7.8%	309.5	3.2%	752.1	7.8%
c. Public Parks	79.3	0.8%	85.9	0.9%	90.8	0.9%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	621.5	6.4%
Subtotal	1798.9	18.7%	1663.4	17.2%	2038.3	21.1%
5. VACANT LANDS	1654.2	17.2%	1658.3	17.2%	0.0	0.0%
TOTAL	9644.0		9644.0		9644.0	

FIGURE 18

SUBAREA ONE COMP PLAN

Wayne Township

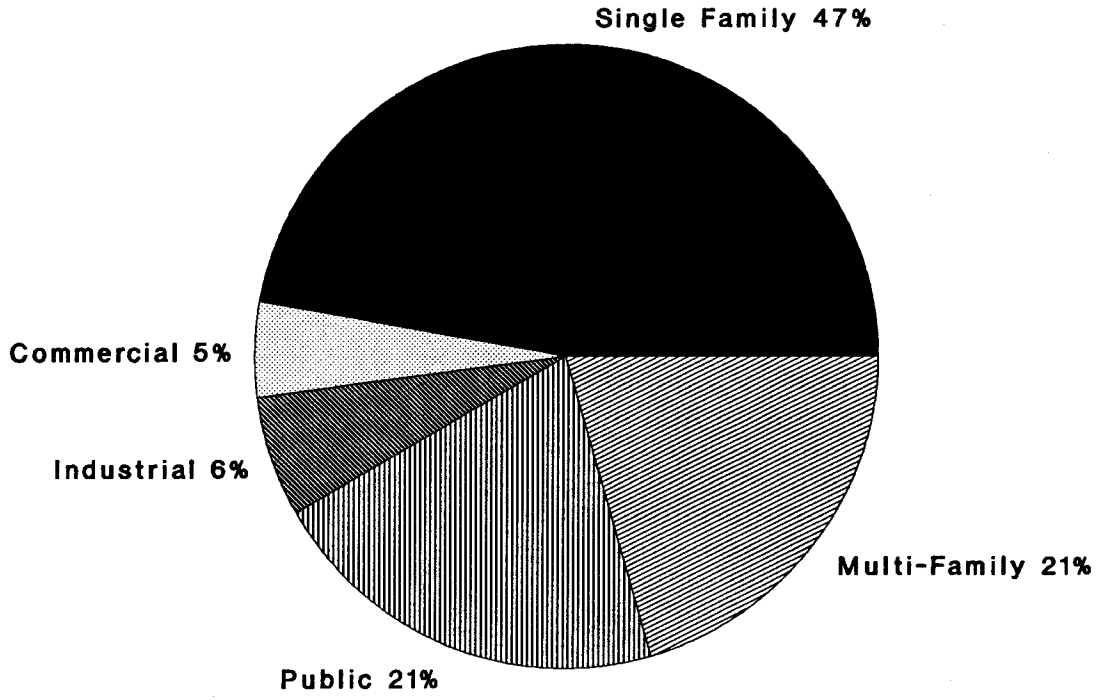


TABLE 18
WAYNE TOWNSHIP LAND USE COMPARISON
SUBAREA TWO
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	203.3	3.0%	170.7	2.5%	260.1	3.9%
b. Low Density	2103.2	31.2%	2830.1	42.0%	3003.4	44.6%
c. Medium Density	403.5	6.0%	483.5	7.2%	708.8	10.5%
D. High Density	0.0	0.0%	0.8	0.0%	0.0	0.0%
Subtotal	2710.0	40.2%	3485.1	51.7%	3972.3	59.0%
2. COMMERCIAL						
a. Office	28.9	0.4%	73.3	1.1%		
b. Retail	474.0	7.0%	1057.4	15.7%		
Subtotal	502.9	7.5%	1130.7	16.8%	597.7	8.9%
3. INDUSTRIAL						
a. Light	96.2	1.4%	289.6	4.3%	103.4	1.5%
b. Heavy	383.3	5.7%	517.4	7.7%	352.0	5.2%
Subtotal	479.5	7.1%	807.0	12.0%	455.4	6.8%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	1241.6	18.4%	571.5	8.5%	1030.9	15.3%
b. Streets	430.0	6.4%	104.9	1.6%	412.7	6.1%
c. Public Parks	271.4	4.0%	298.1	4.4%	267.2	4.0%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	0.0	0.0%
Subtotal	1943.0	28.8%	974.5	14.5%	1710.8	25.4%
5. VACANT LANDS	1100.8	16.3%	338.9	5.0%	0.0	0.0%
TOTAL	6736.2		6736.2		6736.2	

FIGURE 19

SUBAREA TWO COMP PLAN
Wayne Township

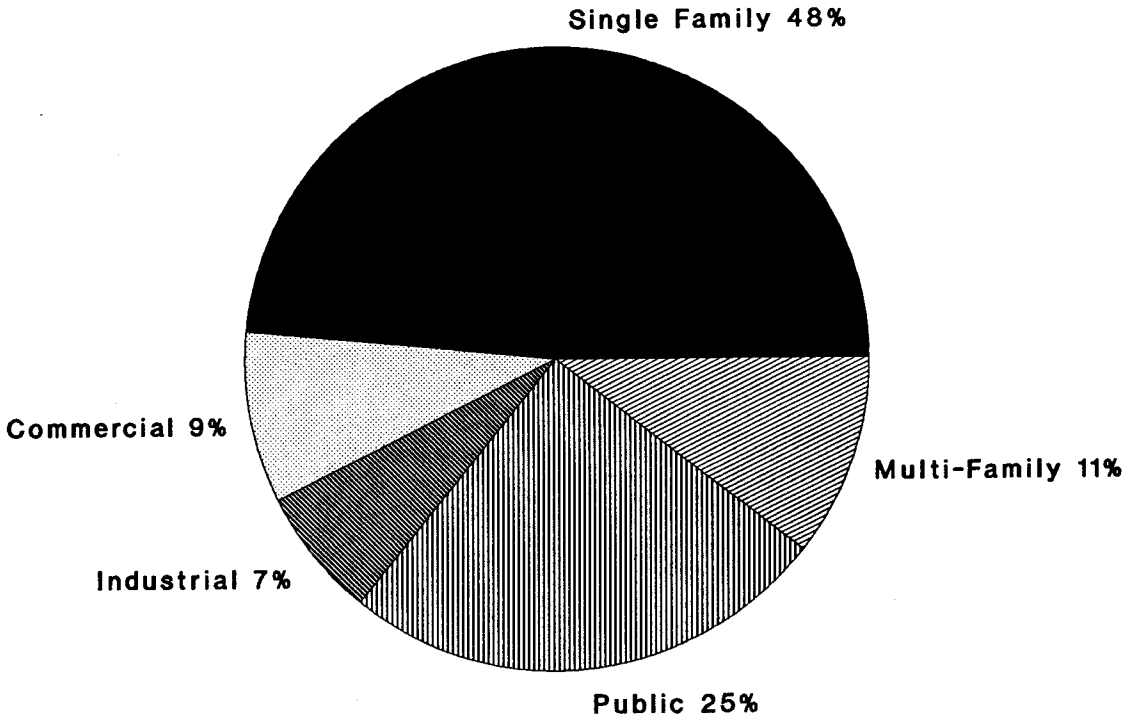


TABLE 19
WAYNE TOWNSHIP LAND USE COMPARISON
SUBAREA THREE
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	31.7	0.9%	60.8	1.8%	0.0	0.0%
b. Low Density	1340.7	40.1%	1748.5	52.3%	1996.7	59.7%
c. Medium Density	40.2	1.2%	47.0	1.4%	104.3	3.1%
D. High Density	0.0	0.0%	0.0	0.0%	0.0	0.0%
Subtotal	1412.6	42.2%	1856.3	55.5%	2101.0	62.8%
2. COMMERCIAL						
a. Office	2.3	0.1%	51.8	1.5%		
b. Retail	152.6	4.6%	400.6	12.0%		
Subtotal	154.9	4.6%	452.4	13.5%	263.2	7.9%
3. INDUSTRIAL						
a. Light	161.2	4.8%	59.2	1.8%	13.4	0.4%
b. Heavy	209.9	6.3%	484.8	14.5%	281.7	8.4%
Subtotal	371.1	11.1%	544.0	16.3%	295.1	8.8%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	407.2	12.2%	198.9	5.9%	207.8	6.2%
b. Streets	267.9	8.0%	23.3	0.7%	265.4	7.9%
c. Public Parks	212.3	6.3%	271.4	8.1%	183.8	5.5%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	29.9	0.9%
Subtotal	887.4	26.5%	493.6	14.8%	686.9	20.5%
5. VACANT LANDS	520.2	15.5%	0.0	0.0%	0.0	0.0%
TOTAL	3346.2		3346.3		3346.2	

FIGURE 20

SUBAREA THREE COMP PLAN

Wayne Township

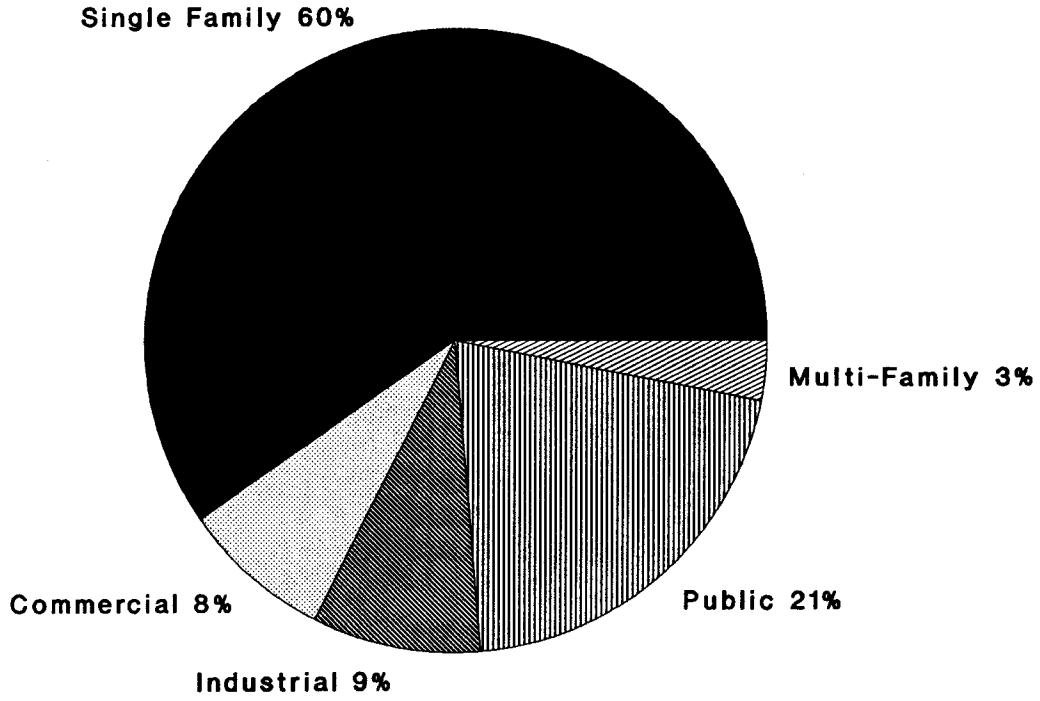


TABLE 20
WAYNE TOWNSHIP LAND USE COMPARISON
SUBAREA FOUR
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	71.9	1.2%	0.0	0.0%	0.0	0.0%
b. Low Density	1393.3	23.5%	1955.7	33.0%	2071.3	35.0%
c. Medium Density	135.7	2.3%	186.8	3.2%	90.3	1.5%
D. High Density	0.0	0.0%	2.7	0.0%	0.0	0.0%
Subtotal	1600.9	27.0%	2145.2	36.2%	2161.6	36.5%
2. COMMERCIAL						
a. Office	56.5	1.0%	68.1	1.1%		
b. Retail	236.0	4.0%	488.1	8.2%		
Subtotal	292.5	4.9%	556.2	9.4%	340.3	5.7%
3. INDUSTRIAL						
a. Light	552.0	9.3%	209.4	3.5%	240.2	4.1%
b. Heavy	986.1	16.6%	2394.0	40.4%	2255.8	38.1%
Subtotal	1538.1	26.0%	2603.4	43.9%	2496.0	42.1%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	465.2	7.9%	179.7	3.0%	171.6	2.9%
b. Streets	719.8	12.1%	298.6	5.0%	723.4	12.2%
c. Public Parks	58.5	1.0%	33.5	0.6%	31.6	0.5%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	0.0	0.0%
Subtotal	1243.5	21.0%	511.8	8.6%	926.6	15.6%
5. VACANT LANDS	1249.5	21.1%	107.9	1.8%	0.0	0.0%
TOTAL	5924.5		5924.5		5924.5	

FIGURE 21

SUBAREA FOUR COMP PLAN

Wayne Township

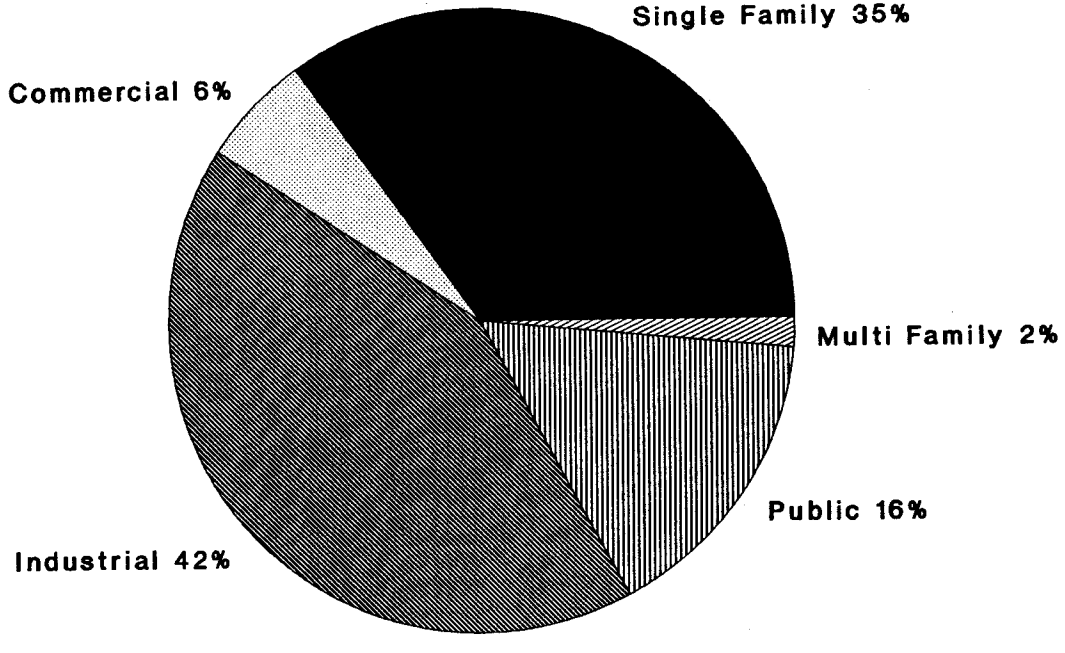


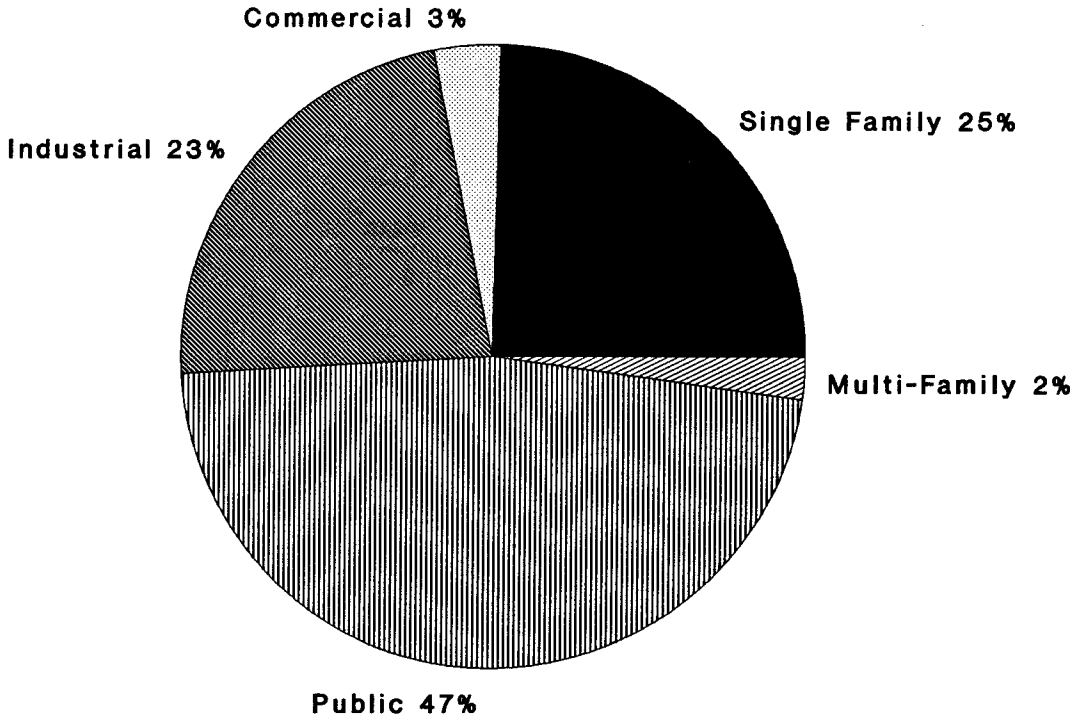
TABLE 21
WAYNE TOWNSHIP LAND USE COMPARISON
SUBAREA FIVE
(ACRES)

LAND USE	1992 LAND USE Acres	% of Total	1992 ZONING Acres	% of Total	COMPREHENSIVE PLAN Acres	% of Total
1. RESIDENTIAL						
a. Very Low Density	76.8	1.4%	24.0	0.4%	0.0	0.0%
b. Low Density	690.8	12.4%	1005.2	18.0%	1373.2	24.6%
c. Medium Density	45.7	0.8%	50.7	0.9%	121.2	2.2%
D. High Density	0.0	0.0%	0.0	0.0%	0.0	0.0%
Subtotal	813.3	14.6%	1079.9	19.4%	1494.4	26.8%
2. COMMERCIAL						
a. Office	6.7	0.1%	15.8	0.3%		
b. Retail	205.9	3.7%	250.4	4.5%		
Subtotal	212.6	3.8%	266.2	4.8%	190.6	3.4%
3. INDUSTRIAL						
a. Light	286.7	5.1%	281.6	5.1%	470.6	8.4%
b. Heavy	204.2	3.7%	1188.4	21.3%	802.9	14.4%
Subtotal	490.9	8.8%	1470.0	26.4%	1273.5	22.8%
4. PUBLIC & SEMI-PUBLIC						
a. Special Uses	1979.0	35.5%	1561.8	28.0%	1953.5	35.0%
b. Streets	267.5	4.8%	44.0	0.8%	260.3	4.7%
c. Public Parks	0.0	0.0%	0.0	0.0%	0.0	0.0%
d. Urban Conservation	0.0	0.0%	0.0	0.0%	403.5	7.2%
Subtotal	2246.5	40.3%	1605.8	28.8%	2617.3	46.9%
5. VACANT LANDS	1812.5	32.5%	1153.9	20.7%	0.0	0.0%
TOTAL	5575.8		5575.8		5575.8	

FIGURE 22

SUBAREA FIVE COMP PLAN

Wayne Township



CHAPTER 6

WAYNE TOWNSHIP TRANSPORTATION SYSTEM

Transportation is a city service that is an extremely important factor in determining the type and density of development. In high growth areas, there will be increased demands for providing greater levels of transportation services. This chapter describes the transportation system in Wayne Township, including:

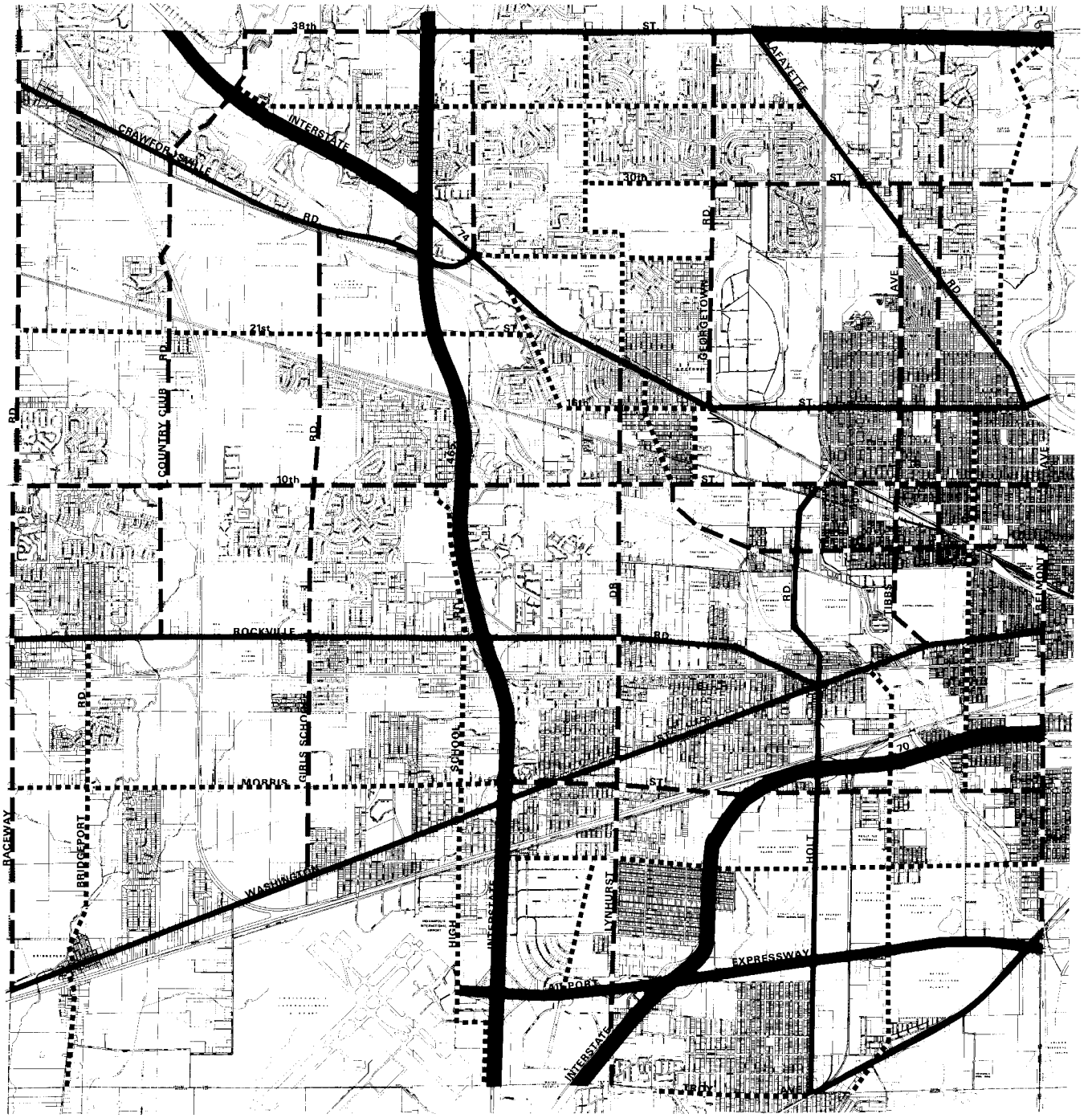
- A description of the existing facilities
- A needs assessment, and
- A summary of planned improvements.

DESCRIPTION OF EXISTING FACILITIES

Existing Street System

One way to understand the existing transportation network in Wayne Township is to examine its street functional classification. Functional classification is the grouping of roadways in the planning area into an integrated system identified by their principal uses in the overall transportation system. It is based upon the concept that each street, road, and highway has a predominant purpose ranging from access (such as streets in residential subdivisions) to through movement (such as freeways). Map 2 shows the Existing Functional Classification System for Wayne Township. Table 22 provides definitions of the classification categories, and Table 23 lists all Wayne Township streets which meet any of the first five definitions (freeways through collectors). (In Table 23, the "V/C Ratio" is traffic volume divided by roadway capacity. A V/C ratio greater than 1.00 indicates that traffic is exceeding capacity. "LOS" stands for the roadway segment's level-of-service. Level-of-service is a measure of congestion, with "A" signifying the least congestion and "F" signifying the most congestion. See pp. 91-97 for more on levels-of-service.) Wayne Township's portion of the *Official Thoroughfare Plan for Marion County* is shown on Map 3.

The City's street system adheres to a combination of a grid system containing rectangular blocks and a spoked-wheel pattern of streets converging on the downtown area. Wayne Township's street system is designed along the same grid-like pattern, with Rockville Road, West 10th Street, 16th Street, 38th Street, High School Road, Lynhurst Avenue, and Girls School Road serving as the "grid" arterials. Washington Street, I-70, Lafayette Road, and S.R. 67 serve as the arteries that provide direct routes to and from the downtown area.



WAYNE TOWNSHIP

MAP 2/EXISTING FUNCTIONAL STREET CLASSIFICATION

EXPRESSWAY
FREEWAY
PRIMARY ARTERIAL
SECONDARY ARTERIAL
COLLECTOR

The preparation of this map was financed in part by a Community Development Block Grant

N

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

TABLE 22

INDIANAPOLIS FUNCTIONAL STREET CLASSIFICATION DEFINITIONS

1) Freeways	Freeways are divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic, in particular long trips made within and through the study area. These roads are designed for high-speed operation (50-60 MPH) and require wide rights-of-way ranging up to 300 feet.
2) Expressways	Expressways are access-controlled routes with design and operational characteristics similar to freeways, with some intersections at-grade. Access control is usually obtained by using medians, frontage roads, and selected location of intersections. These roads are designed for relatively high speed operation (45 MPH) and require rights-of-way ranging up to 200 feet.
3) Primary Arterials	These routes have greater traffic carrying capabilities and higher levels-of-service than other at-grade routes to channelize major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving traffic rather than serving abutting land-use. Rights-of-way may range up to 160 feet.
4) Secondary Arterials	These routes have a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity. Right-of-way widths may range up to 140 feet.
5) Collectors	Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land-use.
6) Local Streets	Comprise the remainder of the surface streets and the primary function of service to abutting land-use.

TABLE 23

STREET FACILITIES INVENTORY 1992

STREET NAME		TO	FROM	EXISTING COUNT-YEAR	LENGTH (MILES)	ROW (FEET)	PAVEMENT WIDTH (FEET)	NUMBER OF LANES	EXISTING CAPACITY	V/C RATIO	LOS
AIRPORT	EX	HSR	465	36914-89	0.28	160	50	4	32000	1.15	F
AIRPORT	EX	465	EXC	49729-89	0.41	180	50	4	32000	1.55	F
AIRPORT	EX	EXC	LYN	47275-89	0.34	180	50	4	32000	1.48	F
AIRPORT	EX	LYN	I70	47879-89	0.40	170	48	4	32000	1.50	F
AIRPORT	EX	I70	HOL	21669-89	1.00	170	48	4	32000	0.68	B
AIRPORT	EX	HOL	PCR	18144-89	0.21	200	72	6	48000	0.38	A
AIRPORT	EX	PCR	TIB	18144-89	0.30	120	72	6	48000	0.38	A
AIRPORT	EX	TIB	BED	14936-89	0.63	120	72	6	48000	0.31	A
N BELMONT	AV	10	MIC	2634-87	0.40	70	30	2	16000	0.16	A
N BELMONT	AV	MIC	WAS	5106-87	0.58	60	30	2	16000	0.32	A
S BELMONT	AV	WAS	MYD	6448-87	0.03	50	40	4	29760	0.22	A
S BELMONT	AV	MYD	OLI	6448-87	0.53	70	24	2	16000	0.40	A
S BELMONT	AV	OLI	WYO	6856-87	0.21	70	30	2	16000	0.43	A
S BELMONT	AV	WYO	MOR	6856-87	0.27	55	30	2	16000	0.43	A
S BELMONT	AV	MOR	MIN	5964-87	0.50	55	30	2	16000	0.37	A
S BELMONT	AV	MIN	KEN	4862-87	0.46	50	30	2	16000	0.30	A
COUNTRY CLUB	RD	CRA	MAU	7898-90	0.65	40	16	2	13920	0.57	A
COUNTRY CLUB	RD	MAU	21	7898-90	0.48	80	16	2	13920	0.57	A
COUNTRY CLUB	RD	21	OFL	8618-90	0.15	80	16	2	13920	0.62	B
COUNTRY CLUB	RD	OFL	10	8618-90	0.86	45	16	2	13920	0.62	B
COUNTRY CLUB	RD	10	ROC	5169-90	1.03	50	16	2	13920	0.37	A
CRAWFORDSVILLE	RD	RCW	CCR	16902-87	1.14	60	24	2	16000	1.06	F
CRAWFORDSVILLE	RD	CCR	GSR	12716-87	1.04	50	24	2	16000	0.79	C
CRAWFORDSVILLE	RD	GSR	HSR	25178-87	1.15	120	48	4	32000	0.79	C
CRAWFORDSVILLE	RD	HSR	CUN	29325-87	0.34	250	48	4	32000	0.92	E
CRAWFORDSVILLE	RD	CUN	LYN	21419-87	0.91	80	48	4	32000	0.67	B
CRAWFORDSVILLE	RD	LYN	WTN	17979-87	0.22	80	48	4	32000	0.56	A
CRAWFORDSVILLE	RD	WTN	GTN	17979-87	0.44	80	48	4	32000	0.56	A
CUNNINGHAM	RD	CRA	21	12833-88	0.30	50	20	2	14880	0.86	D
CUNNINGHAM	RD	21	16	10733-88	0.50	65	20	2	14880	0.72	C
GEORGETOWN	RD	38	37	13722-90	0.11	100	48	4	32000	0.43	A
GEORGETOWN	RD	37	36	13722-90	0.17	90	35	2	16000	0.86	D
GEORGETOWN	RD	36	34	13722-90	0.22	90	35	2	16000	0.86	D
GEORGETOWN	RD	34	30	14096-90	0.49	90	35	2	16000	0.88	D
GEORGETOWN	RD	30	28	16980-90	0.22	90	48	4	32000	0.53	A
GEORGETOWN	RD	28	25	16980-90	0.29	70	48	4	32000	0.53	A
GEORGETOWN	RD	25	16	11077-90	1.01	50	44	4	31040	0.36	A
GIRLS SCHOOL	RD	CRA	21	8201-88	1.12	50	18	2	14400	0.57	A
GIRLS SCHOOL	RD	21	10	13064-88	0.70	50	18	2	14400	0.91	E
GIRLS SCHOOL	RD	10	CAS	14404-88	0.30	55	18	2	14400	1.00	E
GIRLS SCHOOL	RD	CAS	VER	14404-88	0.21	160	18	2	14400	1.00	E
GIRLS SCHOOL	RD	VER	ROC	14404-88	0.50	55	18	2	14400	1.00	E
GIRLS SCHOOL	RD	ROC	IDA	10628-88	0.35	90	20	2	14880	0.71	C

TABLE 23 (CONTINUED)

STREET FACILITIES INVENTORY 1992

STREET NAME		TO	FROM	EXISTING COUNT-YEAR	LENGTH (MILES)	ROW (FEET)	PAVEMENT WIDTH (FEET)	NUMBER OF LANES	EXISTING CAPACITY	V/C RATIO	LOS
GIRLS SCHOOL	RD	IDA	MOR	10628-88	0.65	50	20	2	14880	0.71	C
GIRLS SCHOOL	RD	MOR	WAS	7601-88	0.60	50	20	2	14880	0.51	A
N HIGH SCHOOL	RD	38	34	18017-87	0.50	90	48	4	32000	0.56	A
N HIGH SCHOOL	RD	34	30	19642-87	0.50	90	48	4	32000	0.61	B
N HIGH SCHOOL	RD	30	CRA	19779-87	0.48	100	48	4	32000	0.62	B
N HIGH SCHOOL	RD	10	ROC	4135-87	1.02	50	20	2	14880	0.28	A
N HIGH SCHOOL	RD	ROC	LIN	9375-87	0.35	80	20	2	14880	0.63	B
N HIGH SCHOOL	RD	LIN	MOR	9375-87	0.65	50	20	2	14880	0.63	B
N HIGH SCHOOL	RD	MOR	WAS	13699-87	0.20	50	20	2	14880	0.92	E
S HIGH SCHOOL	RD	WAS	MIN	12839-87	0.31	50	36	4	28800	0.45	A
HOLT	RD	10	MIC	14482-87	0.45	100	48	4	32000	0.45	A
HOLT	RD	MIC	ROC	18405-87	0.78	100	48	4	32000	0.58	A
HOLT	RD	ROC	WAS	26640-87	0.15	100	48	4	32000	0.83	D
HOLT	RD	WAS	OLI	27803-87	0.23	100	48	4	32000	0.87	D
HOLT	RD	OLI	I70	27803-87	0.32	100	48	4	32000	0.87	D
HOLT	RD	I70	MOR	26465-87	0.17	100	48	4	32000	0.83	D
HOLT	RD	MOR	AIR	18436-87	1.10	65	26	2	16000	1.15	F
HOLT	RD	AIR	KEN	12884-87	0.91	60	26	2	16000	0.81	D
KENTUCKY	AV	BEL	RAY	13940-88	0.08	60	40	4	32000	0.44	A
KENTUCKY	AV	RAY	TIB	13868-88	1.38	60	48	4	32000	0.43	A
KENTUCKY	AV	TIB	HOL	16020-88	0.52	70	48	4	32000	0.50	A
N KESSLER	BL	38	37	14409-89	0.20	100	40	4	29760	0.48	A
N KESSLER	BL	37	30	14409-89	0.78	100	30	2	16000	0.90	D
N KESSLER	BL	30	LAF	9802-89	0.64	100	30	2	16000	0.61	B
N KESSLER	BL	LAF	16	8125-89	0.85	80	30	2	16000	0.51	A
LAFAYETTE	RD	38	34	22984-90	0.61	100	50	5	37200	0.62	B
LAFAYETTE	RD	34	30	23372-90	0.62	100	44	4	31040	0.75	C
LAFAYETTE	RD	30	TIB	20979-90	0.40	100	42	4	31040	0.68	B
LAFAYETTE	RD	TIB	KES	16387-90	0.42	100	48	4	32000	0.51	A
LAFAYETTE	RD	KES	CSP	17995-90	0.60	95	48	4	32000	0.56	A
LAFAYETTE	RD	CSP	WHI	17490-90	0.18	85	46	4	32000	0.55	A
LAFAYETTE	RD	WHI	16	17490-90	0.20	70	52	4	32000	0.55	A
N LYNHURST	DR	26	25	3910-89	0.15	90	50	4	32000	0.12	A
N LYNHURST	DR	25	22	9854-89	0.36	90	50	4	32000	0.31	A
N LYNHURST	DR	22	CRA	8630-89	0.33	90	50	4	32000	0.27	A
N LYNHURST	DR	CRA	16	9943-89	0.32	90	50	4	32000	0.31	A
N LYNHURST	DR	16	10	15695-89	0.50	90	50	4	32000	0.49	A
N LYNHURST	DR	IO	VER	12175-89	0.50	90	44	4	13040	0.93	E
N LYNHURST	DR	VER	ROC	12175-89	0.52	90	22	2	15520	0.78	C
N LYNHURST	DR	ROC	WAS	10934-89	0.83	90	22	2	15520	0.70	C
S LYNHURST	DR	WAS	MOR	12516-89	0.16	30	20	2	14880	0.84	D
S LYNHURST	DR	MOR	MIN	13480-89	0.50	50	20	2	14880	0.91	E
S LYNHURST	DR	MIN	RAY	10678-89	0.41	50	20	2	14880	0.72	C

TABLE 23 (CONTINUED)

STREET FACILITIES INVENTORY 1992

STREET NAME		TO	FROM	EXISTING COUNT-YEAR	LENGTH (MILES)	ROW (FEET)	PAVEMENT WIDTH (FEET)	NUMBER OF LANES	EXISTING CAPACITY	V/C RATIO	LOS
S LYNHURST	DR	RAY	AIR	12299-89	0.36	50	20	2	14880	0.83	D
S LYNHURST	DR	AIR	SON	14382-89	0.52	100	48	4	32000	0.45	A
S LYNHURST	DR	SON	TRO	14382-89	0.64	90	20	2	14880	0.97	E
MAIN (SPEEDWAY)	ST	16	10	8160-87	0.50	90	60	6	44640	0.18	A
W MINNESOTA	ST	HSR	MIK	6461-89	0.48	90	24	2	16000	0.40	A
W MINNESOTA	ST	MIK	WOR	6461-89	0.25	50	18	2	14400	0.45	A
W MINNESOTA	ST	WOR	LYN	6461-89	0.25	80	18	2	14400	0.45	A
W MINNESOTA	ST	LYN	HOL	6229-89	1.32	45	20	2	14880	0.42	A
W MINNESOTA	ST	HOL	TIB	4006-89	0.51	50	20	2	14880	0.27	A
W MINNESOTA	ST	TIB	MOE	4263-89	0.06	90	20	2	14880	0.29	A
W MINNESOTA	ST	MOE	CON	4263-89	0.17	90	20	2	14880	0.29	A
W MINNESOTA	ST	CON	WAR	4263-89	0.26	50	20	2	14880	0.29	A
W MINNESOTA	ST	WAR	BEL	4263-89	0.51	50	20	2	14880	0.29	A
W MORRIS	ST	WCL	BRI	2682-89	0.50	40	20	2	14880	0.18	A
W MORRIS	ST	BRI	GSR	9433-89	1.48	50	20	2	14880	0.63	B
W MORRIS	ST	GSR	HSR	9829-89	1.03	50	20	2	14880	0.66	B
W MORRIS	ST	WAS	LYN	8944-89	0.43	60	18	2	14400	0.62	B
W MORRIS	ST	LYN	HOL	9539-89	1.33	60	18	2	14400	0.66	B
W MORRIS	ST	HOL	SOM	14439-89	0.20	70	50	4	32000	0.45	A
W MORRIS	ST	SOM	TIB	14439-89	0.28	70	50	4	32000	0.45	A
W MORRIS	ST	TIB	CEN	12549-89	0.12	60	50	4	32000	0.39	A
W MORRIS	ST	CEN	WAR	12549-89	0.38	60	50	4	32000	0.39	A
W MORRIS	ST	WAR	TRE	11481-89	0.30	60	40	4	29760	0.39	A
W MORRIS	ST	TRE	BEL	11481-89	0.21	60	40	4	29760	0.39	A
POLCO	RD	16	10	2804-87	0.50	80	48	4	32000	0.09	A
RACEWAY	RD	CRA	21	4391-90	1.66	50	22	2	15520	0.28	A
RACEWAY	RD	21	10	5533-90	1.01	50	22	2	15520	0.36	A
RACEWAY	RD	10	WRG	6525-90	0.14	50	22	2	15520	0.42	A
RACEWAY	RD	WRG	WEL	6525-90	0.31	100	22	2	15520	0.42	A
RACEWAY	RD	WEL	ROC	6525-90	0.56	50	22	2	15520	0.42	A
RACEWAY	RD	ROC	JAC	7474-90	0.20	50	22	2	15520	0.48	A
RACEWAY	RD	JAC	MOR	7474-90	0.80	50	22	2	15520	0.48	A
RACEWAY	RD	MOR	WAS	5555-90	1.33	50	22	2	15520	0.36	A
ROCKVILLE	RD	RCW	CCR	32145-88	1.00	70	48	4	32000	1.00	F
ROCKVILLE	RD	CCR	GSR	34059-88	1.00	70	48	4	32000	1.06	F
ROCKVILLE	RD	GSR	HSR	31463-88	1.05	70	48	4	32000	0.98	E
ROCKVILLE	RD	HSR	465	37108-88	0.16	70	48	4	32000	1.16	F
ROCKVILLE	RD	465	MIK	23627-88	0.35	130	48	4	32000	0.74	C
ROCKVILLE	RD	MIK	LYN	17557-88	0.51	130	48	4	32000	0.55	A
ROCKVILLE	RD	LYN	ROE	14491-88	0.82	64	24	2	16000	0.91	E
S TIBBS	AV	WAS	MOR	6117-89	0.92	45	20	2	14880	0.41	A
S TIBBS	AV	MOR	MIN	9686-89	0.50	90	20	2	14880	0.65	B

TABLE 23 (CONTINUED)

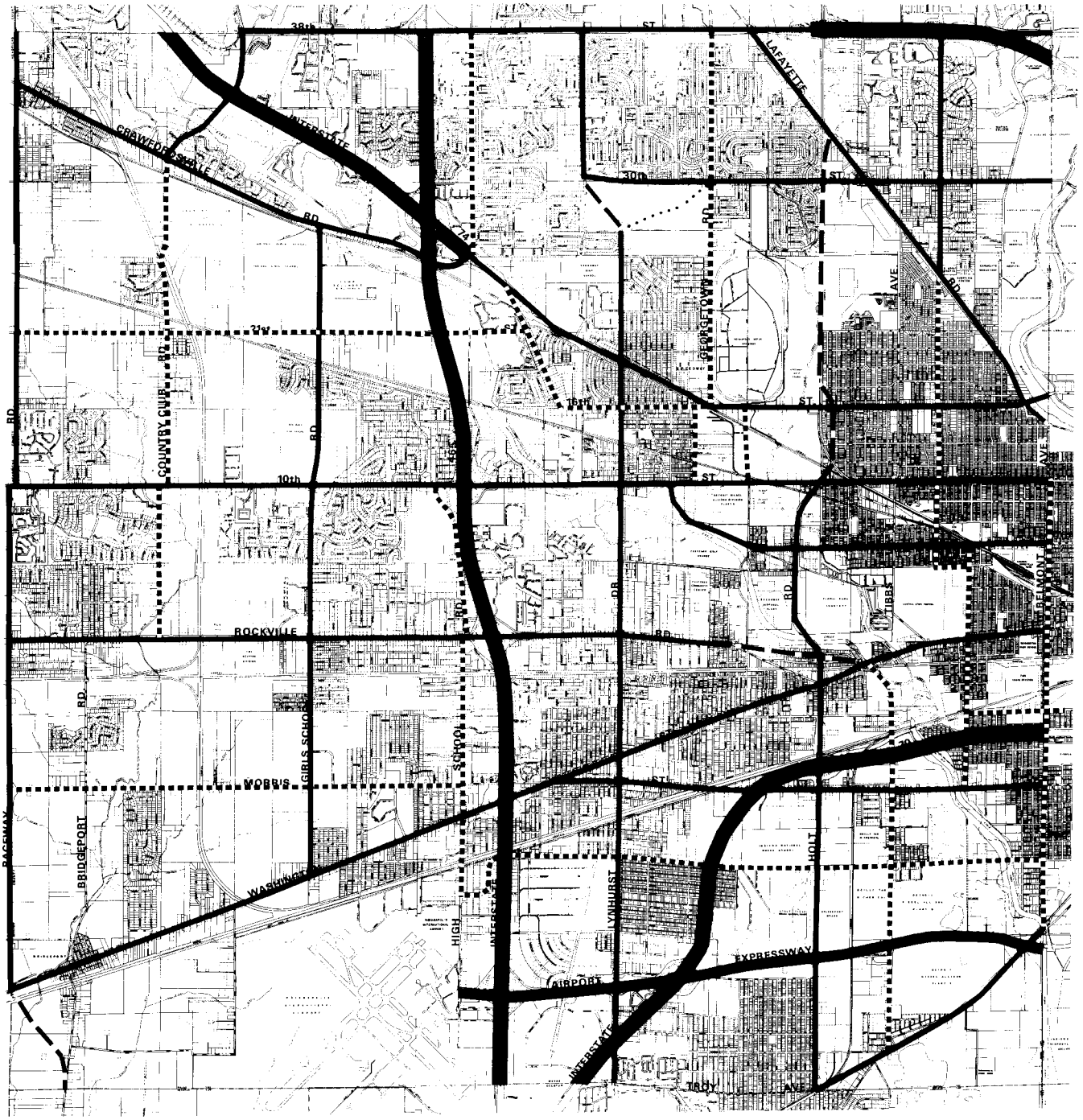
STREET FACILITIES INVENTORY 1992

STREET NAME		TO	FROM	EXISTING COUNT-YEAR	LENGTH (MILES)	ROW (FEET)	PAVEMENT WIDTH (FEET)	NUMBER OF LANES	EXISTING CAPACITY	V/C RATIO	LOS
S TIBBS	AV	MIN	RAY	9984-89	0.50	90	30	2	16000	0.62	B
S TIBBS	AV	RAY	KEL	9589-89	0.10	50	42	4	29760	0.32	A
S TIBBS	AV	KEL	BRY	9589-89	0.40	50	42	4	29760	0.32	A
S TIBBS	AV	BRY	KEN	9589-89	0.30	50	22	2	15520	0.62	B
N WARMAN	AV	VER	NYK	5305-89	0.15	55	30	2	16000	0.33	A
N WARMAN	AV	NYK	WAS	4970-89	0.35	55	30	2	16000	0.31	A
S WARMAN	AV	WAS	OLI	7880-89	0.50	55	30	2	16000	0.49	A
S WARMAN	AV	OLI	MOR	5624-89	0.49	55	30	2	16000	0.35	A
W WASHINGTON	ST	RCW	BRI	17987-88	0.40	80	42	4	29760	0.60	A
W WASHINGTON	ST	BRI	GSR	19528-88	1.73	130	48	4	32000	0.61	B
W WASHINGTON	ST	GSR	HSR	24397-88	1.08	80	40	4	29760	0.82	D
W WASHINGTON	ST	HSR	465	38137-88	0.30	80	40	4	29760	1.28	F
W WASHINGTON	ST	465	MOR	30153-88	0.35	80	40	4	29760	1.01	F
W WASHINGTON	ST	MOR	LYN	21825-88	0.46	80	40	4	29760	0.73	C
W WASHINGTON	ST	LYN	ROE	23891-88	0.90	80	40	4	29760	0.80	C
W WASHINGTON	ST	ROE	HOL	23891-88	0.54	80	40	4	29760	0.80	C
W WASHINGTON	ST	HOL	TIB-S	17642-88	0.29	80	40	4	29760	0.59	A
W WASHINGTON	ST	TIB-S	ROC	17642-88	0.04	80	52	5	37200	0.47	A
W WASHINGTON	ST	ROC	TIB-N	24312-88	0.42	80	62	6	44640	0.54	A
W WASHINGTON	ST	TIB-N	WAR	23133-88	0.30	80	62	6	44640	0.52	A
W WASHINGTON	ST	WAR	BEL	18567-88	0.51	80	62	6	44640	0.42	A
W 10TH	ST	RCW	CCR	13207-89	1.01	50	24	2	16000	0.83	D
W 10TH	ST	CCR	GSR	24946-89	1.00	90	48	4	32000	0.78	C
W 10TH	ST	GSR	HSR	29509-89	0.81	110	48	4	32000	0.92	E
W 10TH	ST	HSR	465	29509-89	0.35	120	48	4	32000	0.92	E
W 10TH	ST	465	LYN	29001-89	0.85	120	48	4	32000	0.91	E
W 10TH	ST	LYN	COS	23372-89	0.34	70	48	4	32000	0.73	C
W 10TH	ST	COS	MSP	18193-89	0.16	50	40	4	29760	0.61	B
W 10TH	ST	MSP	GND	16235-89	0.36	60	40	4	29760	0.55	B
W 10TH	ST	GND	TIB	17847-89	0.96	50	40	4	29760	0.60	A
W 10TH	ST	TIB	CON	13037-89	0.29	50	40	4	29760	0.44	A
W 10TH	ST	CON	HOM	15331-89	0.28	50	36	4	28800	0.53	A
W 10TH	ST	HOM	WRW	15331-89	0.78	50	36	4	28800	0.53	A
W 16TH	ST	LYN	WTN	10480-89	0.19	100	52	4	32000	0.33	A
W 16TH	ST	WTN	MSP	10480-89	0.23	80	52	4	32000	0.33	A
W 16TH	ST	MSP	GTN	13790-89	0.10	70	52	4	32000	0.43	A
W 16TH	ST	GTN	OLN	29370-89	0.73	90	60	6	44640	0.66	B
W 16TH	ST	OLN	TIB	26251-89	0.56	90	60	6	44640	0.59	A
W 16TH	ST	TIB	KES	29701-89	0.25	90	60	6	44640	0.67	B
W 16TH	ST	KES	HOM	31154-89	0.30	90	60	6	44640	0.70	B
W 16TH	ST	HOM	LAF	31154-89	0.28	90	60	6	44640	0.70	B
W 21ST	ST	RCW	CCR	5149-89	1.00	50	20	2	14880	0.35	A
W 21ST	ST	CCR	PCR	5580-89	0.82	70	20	2	14880	0.38	A
W 21ST	ST	PCR	GSR	5580-89	0.85	50	20	2	14880	0.38	A

TABLE 23 (CONTINUED)

STREET FACILITIES INVENTORY 1992

STREET NAME		TO	FROM	EXISTING COUNT-YEAR	LENGTH (MILES)	ROW (FEET)	PAVEMENT WIDTH (FEET)	NUMBER OF LANES	EXISTING CAPACITY	V/C RATIO	LOS
W 21ST	ST	GSR	465	7880-89	0.80	40	18	2	14400	0.55	A
W 21ST	ST	465	CUN	7880-89	0.60	40	18	2	14400	0.55	A
W 30TH	ST	MOL	GTN	7947-89	1.00	90	48	4	32000	0.00	A
W 30TH	ST	GTN	HOL	13825-89	0.90	90	36	4	28800	0.00	A
W 30TH	ST	HOL	LAF	13825-89	0.25	60	36	4	28800	0.00	A
W 30TH	ST	LAF	TIB	15085-89	0.24	50	44	4	31040	0.00	A
W 30TH	ST	TIB	KES	19127-89	0.26	60	44	4	31040	0.00	B
W 30TH	ST	KES	CSP	17036-89	0.45	60	44	4	31040	0.00	A
W 30TH	ST	CSP	WRW	17536-89	0.38	50	30	3	22320	0.00	D
W 38TH	ST	DAN	465	9359-87	1.25	130	48	4	32000	0.29	A
W 38TH	ST	465	HSR	37293-87	0.27	130	72	6	48000	0.78	C
W 38TH	ST	HSR	MOL	39023-87	0.75	130	72	6	48000	0.81	D
W 38TH	ST	MOL	GTN	40478-87	0.85	150	72	6	48000	0.84	D
W 38TH	ST	GTN	LAF	39354-87	0.27	100	72	6	48000	0.82	D
W 38TH	ST	LAF	GUI	45913-87	0.73	100	48	4	32000	1.43	F
W 38TH	ST	GUI	KES	55865-87	0.51	100	48	4	32000	1.75	F



WAYNE TOWNSHIP

MAP 3/OFFICIAL THOROUGHFARE PLAN
MARCH, 1991

	EXISTING	PROPOSED
FREEWAYS	▬▬	▬ ▬
EXPRESSWAYS	▬▬	▬ ▬
PRIMARY ARTERIALS	▬▬	▬ — ▬
SECONDARY ARTERIALS	▪▪▪▪▪	·····

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Public Transit

The Indianapolis Public Transportation Corporation/METRO currently operates 11 bus routes which serve major residential, commercial and retail centers within Wayne Township. These routes are identified in Table 24. Of the 11 routes provided in the township, two are express route and nine are local. Express routes, which operate Monday through Friday for limited hours of the day, principally provide service for commuters in the township to and from the downtown area. Local routes operate seven days a week, including holidays, and have longer service hours than express services.

There are five Park-and-Ride locations which serve Wayne Township. The Park-and-Ride system was designed so that individuals not having immediate access to an express route in their area can utilize METRO services by parking their cars at a specified location to board the bus (see Map 4).

TABLE 24

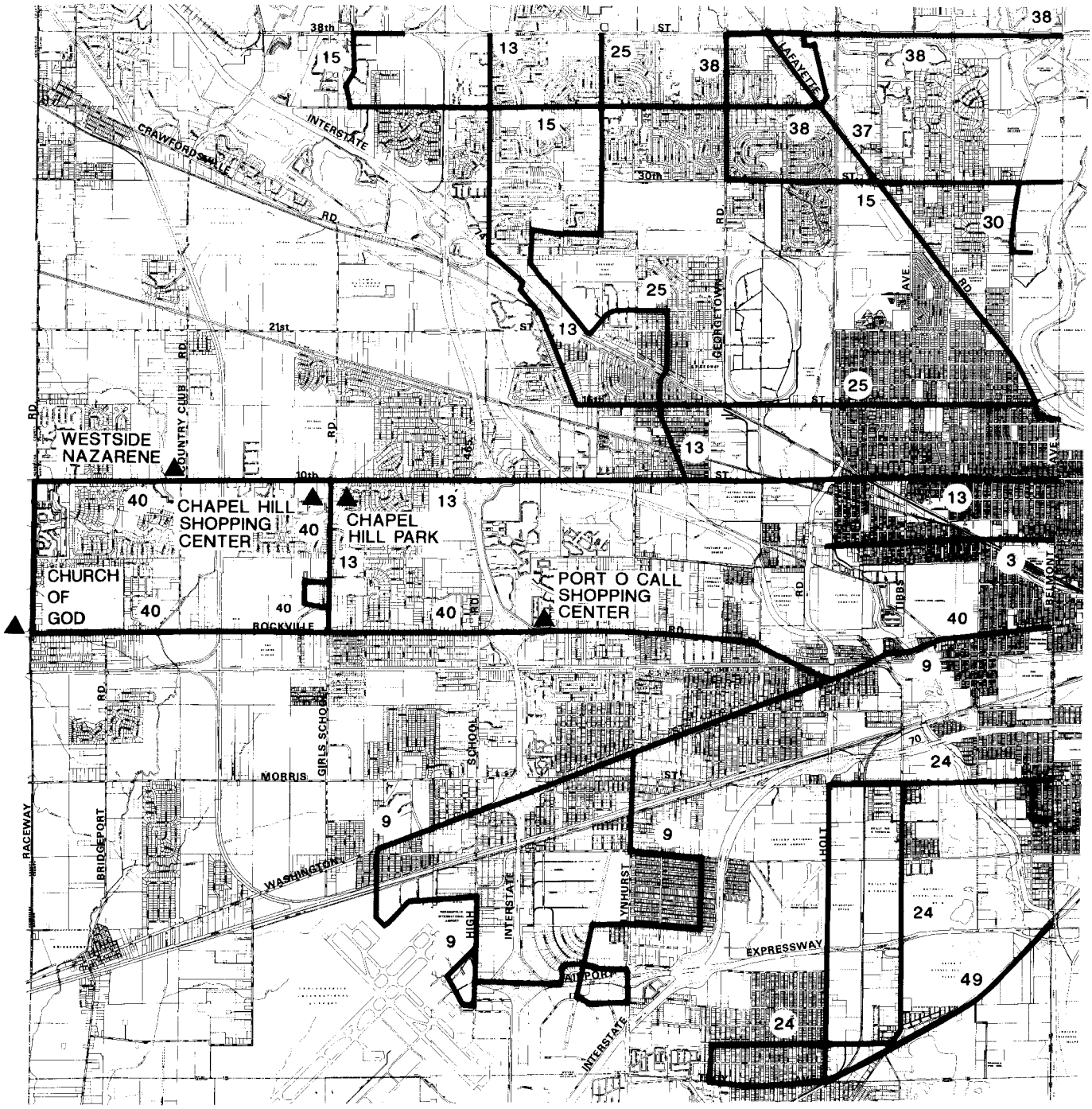
WAYNE TOWNSHIP IPTC ROUTES

Route Number	Route Name
3	West Michigan
9	West Washington
13	West Tenth
15	Riverside
24	Mars Hill
25	West 16th Speedway
30	30th Street Crosstown
37	Park 100
38	Lafayette Square
40	Chapel Hill Express
49	Decatur Express

Bridges

Of the 485 bridges in Marion County, 72 are located in Wayne Township. Sufficiency ratings are used to describe the structural condition of bridges. The scale of sufficiency ratings for bridges ranges from 0 to 100, with 0 being the worst possible condition and 100 being the optimal condition. Bridges with sufficiency ratings below 50 are considered unsatisfactory and in need of improvement.

In 1991 (the year of most current information) Marion County had 221 bridges with sufficiency ratings higher than 80.00, 177 bridges with sufficiency ratings between 80.00 and



WAYNE TOWNSHIP

MAP 4/ IPTC BUS ROUTES

3-WEST MICHIGAN
9-WEST WASHINGTON
13-WEST 10th
15-RIVERSIDE
24-MARS HILL
25-WEST 16th SPEEDWAY
30-30th STREET CROSSTOWN
37-PARK 100
38-LAFAYETTE SQUARE
40-CHAPEL HILL EXPRESS
49-DECATUR
▲-PARK AND RIDE LOCATION

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50.00, and 87 bridges below 50.00. Of these, Wayne Township had 30 bridges with sufficiency ratings of 80.00 or higher, 37 bridges with sufficiency ratings between 80.00 and 50.00, and five bridges below 50.00 (see Table 25 and Map 5). The bridges rated in need of some type of reconstruction, repair or replacement (a rating of 50 or less) include Michigan Street over Little Eagle Creek, Auburn Street over Neeld Ditch, Troy Avenue over Mars Ditch, Golf Course Access over Crooked Creek, and High School Road over Conrail Systems.

High Accident Locations

Based on information compiled by the Division of Planning in the 1992-1996 *Transportation System Management Process Report*, Wayne Township has 30 high accident intersections, as indicated in Table 26. The accident rate is based upon each intersection's total number of accidents and the total number of vehicles entering the intersection. Approximately 160 high accident intersections are monitored in Marion County. For planning purposes, intersections having an accident rate greater than 2.00 are identified as "trouble spots" needing further study. In 1992, 40 Marion County intersections had accident rates greater than 2.00. Of these, 10 are in Wayne Township. As these locations are identified, they can be examined to determine what measures can be employed to increase safety. Measures such as adding left turn lanes and/or left turn signals, adding appropriate signage, or providing new lighting may lead to an appreciable reduction in the accident rates.

NEEDS ASSESSMENT

The management of the Indianapolis transportation system is based on the allocation of limited resources -- there are more needs associated with the transportation system than money available to make all the desired improvements. The purpose of the City's transportation planning process is to assess the needs associated with the transportation system and develop a systematic program to allocate the limited financial resources.

Description of Transportation Planning Process

The transportation planning program in the Indianapolis area is comprised of two major elements: Long-Range Transportation Planning and Transportation System Management Planning, which identifies short-range transportation improvements.

The Long-Range Transportation Planning element prepares and maintains the plan for transportation needs twenty years into the future, and recommends the needed roadway improvements including street widening, bridges, and new roadways. Placing a recommended roadway improvement project into the official plan does not ensure its construction. However, in order for the improvement to be constructed using federal funds, it must be included as part of the official plan. Actual construction of a project is subject to funding availability, impact study, and community review.

TABLE 25

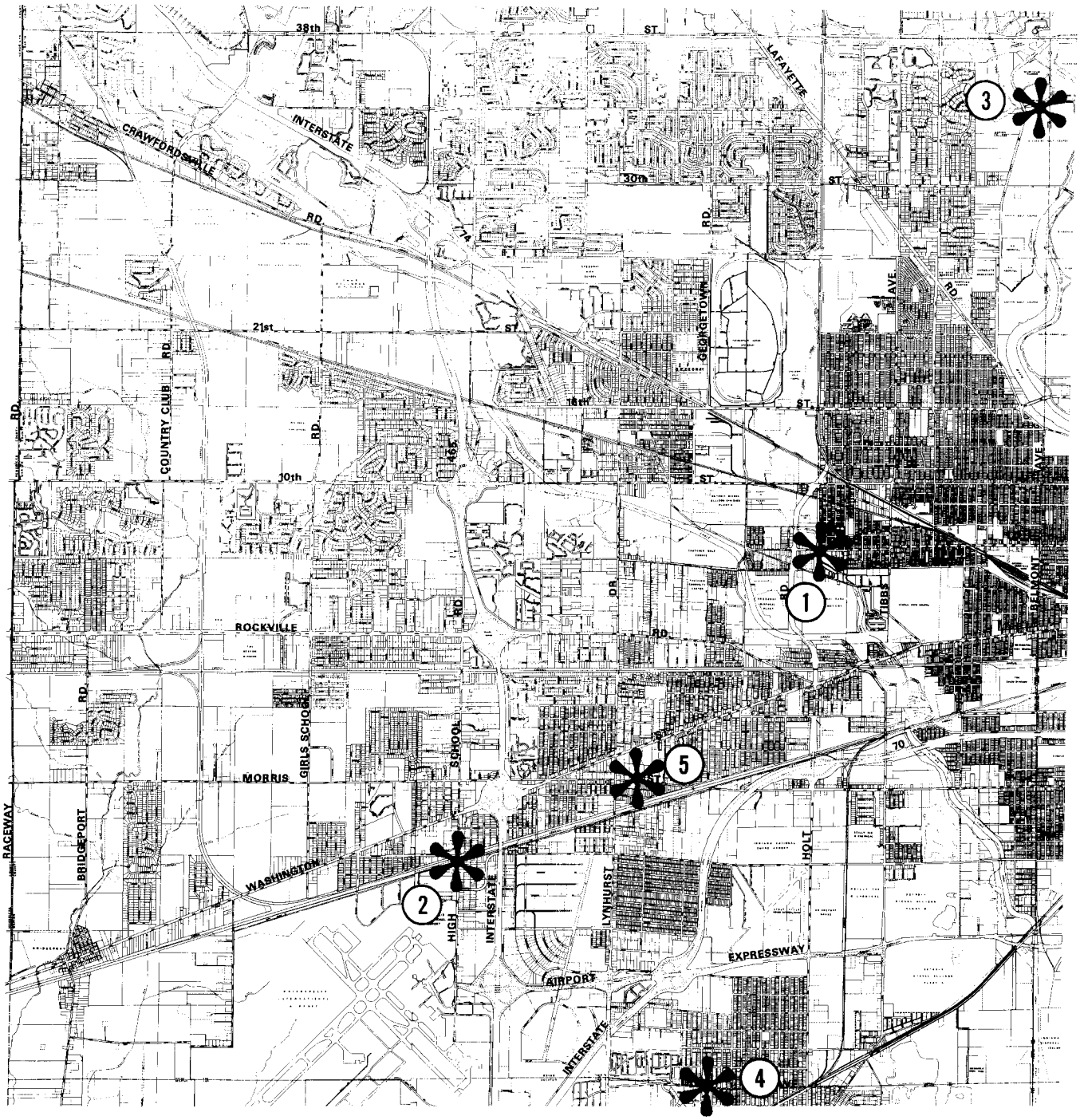
BRIDGE SUFFICIENCY RATINGS

Facility Carried	Feature Intersected	Sufficiency Rating
Holt Road	Little Eagle Creek	98.9
Holt Road	Big Eagle Creek	98.6
West 10th Street	Little Eagle Creek	97.6
Eagledale Drive	Falcon Creek	97.1
West 21st Street	Big Eagle Creek	96.2
West 10th Street	White Lick Creek	96.0
West 30th Street	Falcon Creek	95.9
Auburn Street	Dry Run	95.0
West 34th Street	Dry Run	94.9
Bridgeport Road	Avon Creek	94.7
Thrush Drive	Falcon Creek	94.1
Allison Avenue	Dry Run	94.0
Falcon Drive	Falcon Creek	94.0
Holt Road	Conrail Systems & Neeld	93.9
Minnesota Street	Big Eagle Creek	91.7
Country Club Road	Tansel Creek	90.7
Lyon Avenue	State Ditch	89.0
Grande Avenue	Big Eagle Creek	87.5
Airport Expressway	Lynhurst Drive	87.0
Bradbury Avenue	State Ditch	86.7
Bridgeport Road	White Lick Creek	84.8
Country Club Road	Cox Ditch	83.7
Bridgeport Road	Salem Creek	83.3
Morris Street	Big Eagle Creek	82.8
Country Club Road	White Lick Creek	82.2
Ironton Street	State Ditch	82.0
Cold Springs Road	Crooked Creek	81.9
Bridgeport Road	Shiloh Creek	81.6
Troy Avenue	State Ditch	81.5
Cossell Road	Little Eagle Creek	81.2
Dandy Trail	Eagle Creek	79.8
Georgetown Road	Dry Run Diversion Channel	79.5
West 38th Street (EB)	Crooked Creek	79.5
West 38th Street (WB)	Crooked Creek	79.5
Country Club Road	Conrail Systems	79.3
West 38th Street (EB)	Dry Run	79.3
West 38th Street (WB)	Dry Run	79.3

TABLE 25 (CONTINUED)

BRIDGE SUFFICIENCY RATINGS

Facility Carried	Feature Intersected	Sufficiency Rating
West 38th Street (WB)	Guion Road & Conrail	79.0
High School Road	Farley Creek	78.8
West 30th Street	Little Eagle Creek	78.4
Girls School Road	B & O Railroad	77.9
Executive Drive	Airport Expressway	77.2
West 34th Street	Falcon Creek	77.2
Lynhurst Drive	Mars Ditch	76.8
Farnsworth Street	State Ditch	76.7
Country Club Road	White Lick Creek	76.2
Georgetown Road	Dry Run	75.8
Morris Street	Salem Creek	75.5
High School Road	Conrail System	75.1
Westbrook Avenue	Neeld Ditch	75.0
West 10th Street	Big Eagle Creek	74.8
Kentucky Avenue	Big Eagle Creek	73.7
West 38th Street (EB)	Guion Road & Conrail	73.6
Morris Street	White Lick Creek	73.1
Raymond Street	Big Eagle Creek	72.5
West 16th Street	Little Eagle Creek	71.0
West 38th Street	Falcon Creek	70.0
Lafayette Road	Little Eagle Creek	69.4
Lansdowne Road	Cox Ditch	69.2
West 38th Street (WB)	Little Eagle Creek	66.0
West 38th Street (EB)	Little Eagle Creek	66.0
West 16th Street	White River	63.5
Morris Street	Avon Creek	61.7
West 16th Street	Dry Run	57.9
West 25th Street	Dry Run	56.4
Moller Road	Dry Run	54.1
Lynhurst Drive	Big Eagle Creek	54.2
Lafayette Road	Conrail Systems	52.9
Michigan Street	Little Eagle Creek	49.2
Auburn Street	Neeld Ditch	48.2
Troy Avenue	Mars Ditch	37.1
Golf Course Access	Crooked Creek	30.7
High School Road	Conrail Systems	28.7



WAYNE TOWNSHIP

MAP 5/BRIDGES WITH SUFFICIENCY RATINGS LESS THAN 50

BRIDGE LOCATION

1. LITTLE EAGLE CREEK--MICHIGAN ST.
2. CONRAIL SYSTEM R.R.--HIGH SCHOOL RD.
3. CROOKED CREEK--RIVERSIDE GOLF COURSE
4. MARS DITCH--TROY AVENUE
5. NEELD DITCH--AUBURN AVENUE

The preparation of this map was financed in part by a Community Development Block Grant

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

TABLE 26

HIGH ACCIDENT INTERSECTIONS IN WAYNE TOWNSHIP NUMBER OF INTERSECTIONS LISTED AND THEIR RANKS

1990 Rank in Marion Co.*	1990 Rank in Wayne Twp.	Intersection	Accident Rate**
4	1	Cunningham at 21st	4.48
8	2	Industrial/Commercial/38th	4.00
20	3	Belmont at Washington	3.20
37	4	Girls School at 10th	2.60
38	5	High School at Rockville	2.56
45	6	Girls School at Rockville	2.41
59	7	Georgetown at 34th	2.24
60	8	Holt at Washington	2.20
65	9	Kentucky at Mooresville/Tibbs	2.10
67	10	Kessler at Lafayette	2.10
70	11	High School at Washington	2.00
71	12	Holmes at 16th	2.00
80	13	Georgetown at 16th/Crawfordsville	1.88
84	14	High School at 34th	1.86
85	15	Tibbs at 10th	1.86
91	16	Morris/Waldemere/Washington	1.80
96	17	Tibbs at 16th	1.75
106	18	Crawfordsville at High School	1.68
114	19	Moller at 38th	1.54
115	20	Lafayette at 30th	1.52
118	21	Shore at 38th	1.50
131	22	Lafayette at 38th	1.37
134	23	Lynhurst at 10th	1.32
136	24	Lynhurst at Rockville	1.31
146	25	Moller at 34th	1.17
148	26	Lynhurst at Washington	1.15
149	27	Lafayette at 16th	1.12
152	28	High School at 38th	1.07
160	29	Georgetown at 38th	0.55
161	30	Mickley at Rockville	0.37

* 161 intersections are ranked with 1 representing the highest accident rate and 161 representing
the lowest accident rate of the intersections ranked.
** Total accidents per million annual entering vehicles.

The Transportation System Management, or short-range planning, element addresses low-cost projects designed to obtain maximum productivity from the existing transportation system. Projects associated with this element include intersection improvements, signage and lighting improvements, modernizing traffic signals, and operational changes such as restrictions for on-street parking. Accomodating traffic through such travel demand management techniques is now emphasized more than adding travel lanes, thanks in part to the Clean Air Act Amendment and the Intermodal Surface Transportation Efficiency Act.

An important short-range planning document is the Indianapolis Regional Transportation Improvement Program (IRTIP). Prepared annually, the IRTIP is the programming document for federally funded transportation improvements. It identifies a five-year program of proposed transportation projects in the Indianapolis urbanized area. For IRTIP projects located in Wayne Township, see Table 28.

In planning Wayne Township's roadway system, it is necessary to analyze both the physical configuration of the street network and the roadway's current and future traffic demand in relationship to the roadway's carrying capacity. The relationship is expressed in a measure of level-of-service. Both are described in the following sections.

Street Network

The Indianapolis roadway network, including Wayne Township, represents a combination of two basic configurations -- a spoked-wheel pattern and a basic grid system of regular squares or rectangular blocks. Ideally there would be equal spacing between each roadway in a grid pattern.

Planning new and improving existing roads is done with consideration of the need to maximize the efficiency of the street network configuration. By improving the street pattern, there will be an increased continuity of service in the system, resulting in increased accessibility, safety, and reduced travel time and energy consumption.

Carrying Capacity and Levels of Service

Levels-of-service (LOS) are qualitative measurements of congestion based on the operational characteristics of a roadway in terms of travel speed and delays. Levels-of-service are used to identify deficiencies in the roadway network. Six levels-of-service are defined and used to analyze transportation facilities. The six levels-of-service are designated from A to F, with level-of-service F representing the worst congestion. Each level-of-service is depicted in Figure 23. A level-of-service E or F would indicate that a roadway segment is carrying more traffic than it is designed to carry. Either the network would need to be improved to divert traffic from this segment or the segment itself would need to be improved to increase its capacity. The latter could be accomplished by adding additional travel lanes or making operational improvements such as intersection widening and signal timing improvements.

FIGURE 23

LEVEL-OF-SERVICE ILLUSTRATIONS

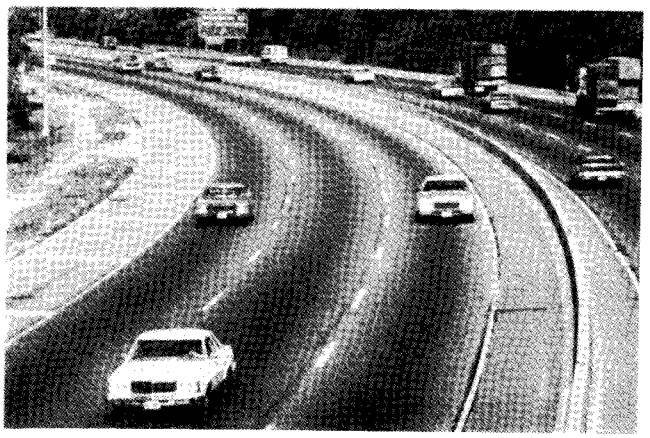


Illustration 3-5. Level-of-service A.

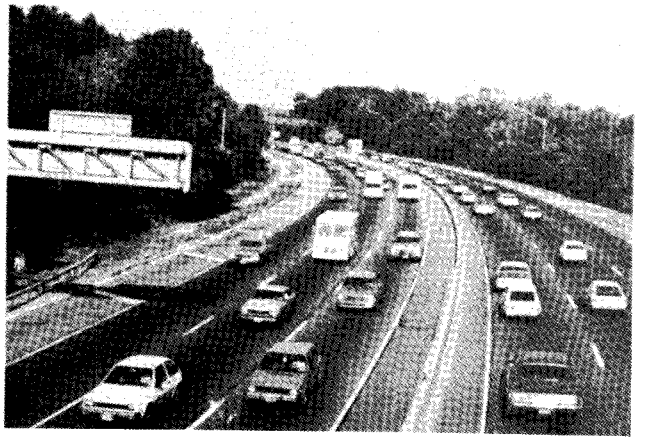


Illustration 3-8. Level-of-service D.

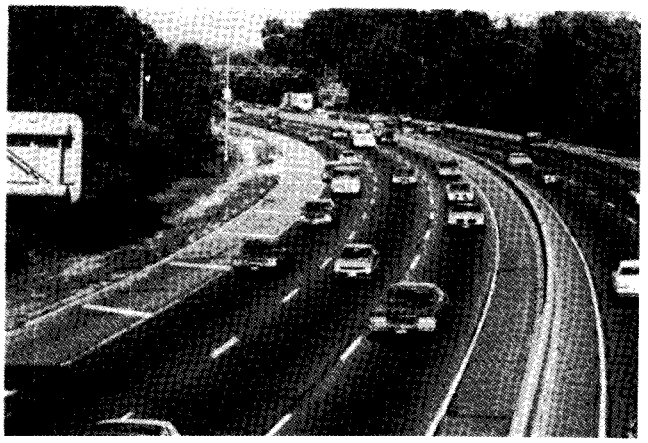


Illustration 3-6. Level-of-service B.

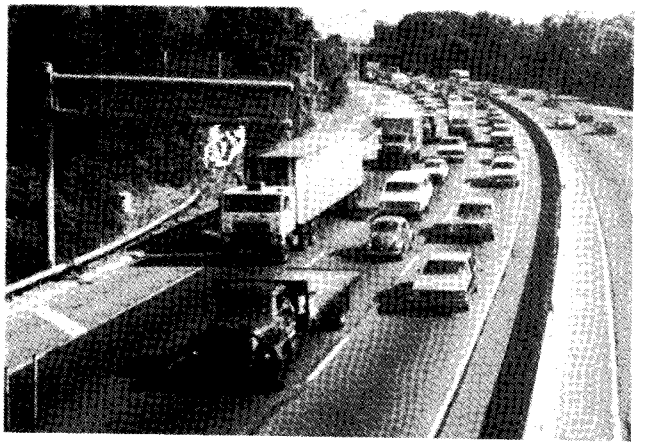


Illustration 3-9. Level-of-service E.

Illustration 3-7. Level-of-service C.

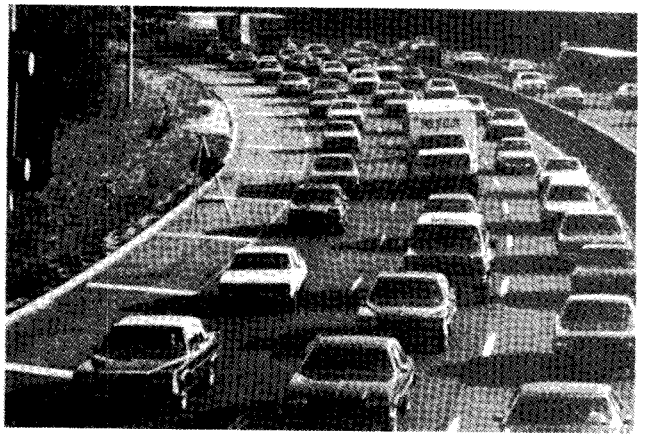


Illustration 3-10. Level-of-service F.

Level-of-Service Definitions

1. Level-of-service "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

2. Level-of-service "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

3. Level-of-service "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

4. Level-of-service "D" represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

5. Level-of-service "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform level. Freedom to maneuver within the traffic stream is extremely low, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

6. Level-of-service "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good.

Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level-of-service F is an appropriate designation for such points.

(These definitions are from the Highway Capacity Manual, Special Report 209, the Federal Highway Administration.)

Forecasting Future Travel Demand

The most complex part of the urban transportation planning process is the forecasting of future travel demand. Essentially, this process involves establishing a relationship between travel characteristics and land use activities such as housing and employment. The process relies on mathematical computer models of trip generation, trip distribution, mode choice and trip assignment, each of which are summarized below:

- Trip generation is the process of estimating the number of trips generated by various urban activities. For example, the number of trips that are generated by a shopping center is quite different from the number of trips generated by a residential subdivision.

- The trip distribution model determines how the beginning and endings of these trips are linked with one another.

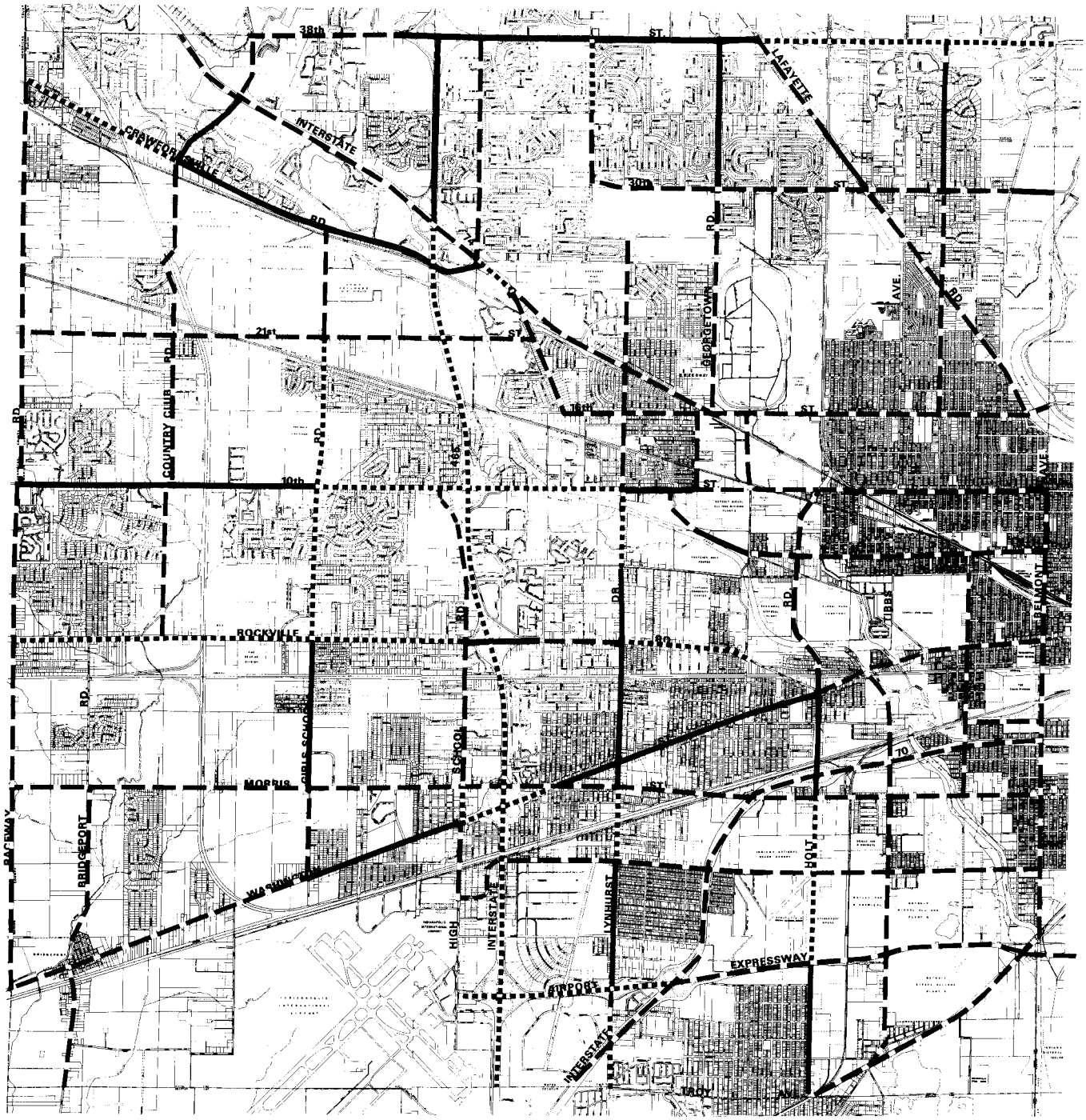
- The mode choice model predicts how travel will be split between automobiles and bus service.

- The trip assignment model determines the paths the trips will take. For example, if a trip goes from a suburb to downtown, the model predicts which specific roads or transit routes are used.

These modeling procedures are used to forecast future travel demand and thereby identify future deficiencies in the street system.

WAYNE TOWNSHIP ROADWAY NETWORK PERFORMANCE

Maps 6 and 7 and Table 27 identify the current and projected year 2005 levels-of-service for Wayne Township's average daily traffic. These are general levels-of-service and do not reflect existing or future intersection characteristics such as exclusive right and left turn lanes or passing blisters, which significantly improve traffic operations.



WAYNE TOWNSHIP

MAP 6/EXISTING LEVELS OF SERVICE

LOS OF A OR B - — -
LOS OF C OR D ———
LOS OF E OR F .....

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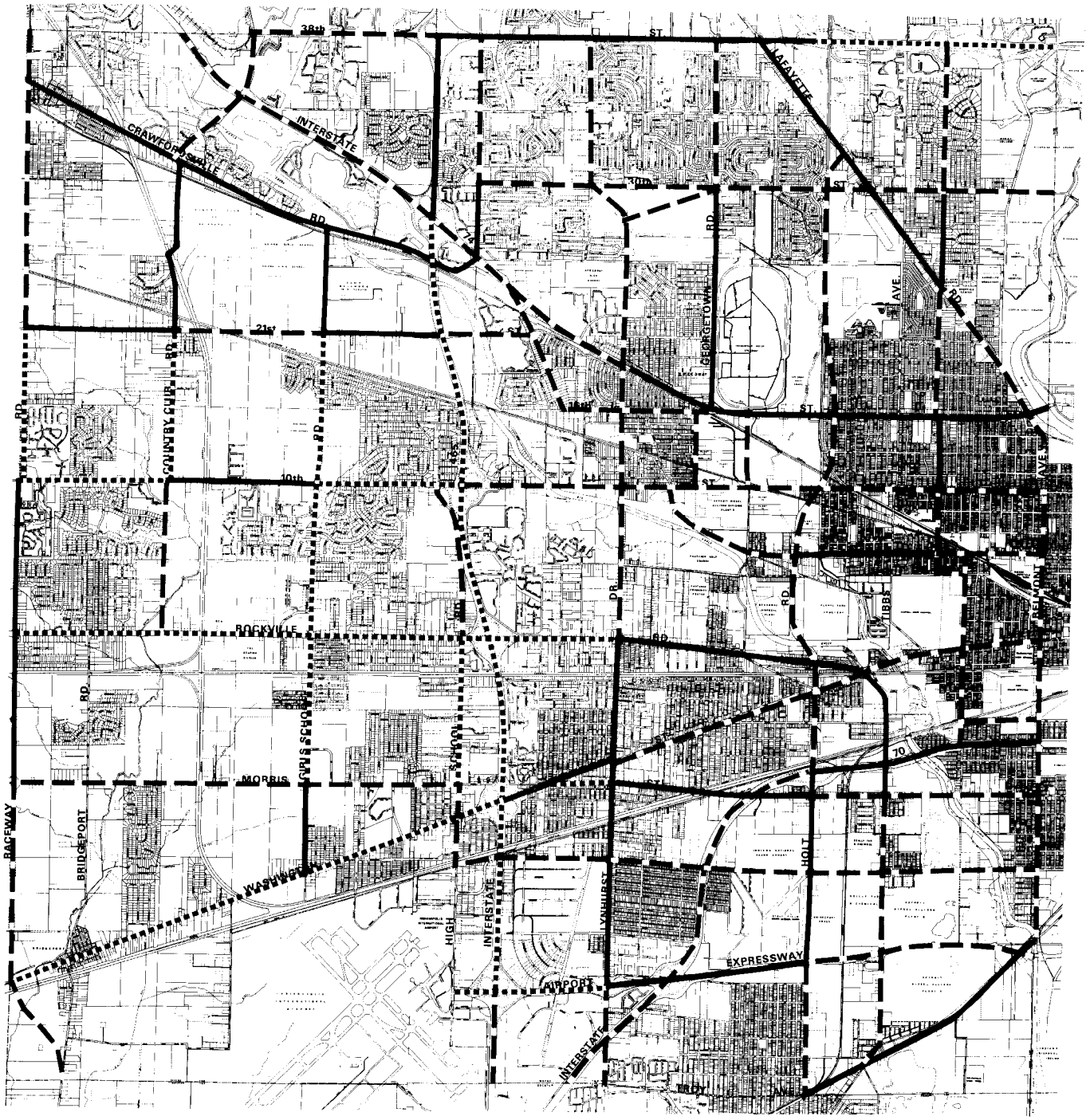

WAYNE TOWNSHIP

MAP 7/PROJECTED FUTURE LEVELS OF SERVICE

LOS OF A OR B
LOS OF C OR D
LOS OF E OR F

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The existing levels-of-service were computed using the most recent traffic count data available -- 1991 counts. The Year 2005 levels-of-service were computed with the assumption that all of the Thoroughfare Plan priority improvements would be completed by 2005.

Map 8 identifies the long range priority improvements proposed for the street system within Wayne Township.

Overall, the Wayne Township street system is currently operating at a high level-of-service. Most of the streets on the Official Thoroughfare Plan system are operating at level-of-service A, B, C or D. Street segments which are primary commuter routes for downtown designations, or which provide access to the interstate system or to intense commercial uses, are operating at level-of-service E or F. Portions of the following roadways are operating at level-of-service E or F: Crawfordsville Road, 10th Street, Rockville Road, Washington Street, the Airport Expressway, Girls School Road, High School Road, Lynhurst Drive, and Holt Road.

By the year 2005 there will likely be slightly more congestion than there is today. Due to the proposed priority improvements shown on Map 8 there will be a minimal increase in the number of severely congested street segments. However, nearly all of the street segments identified on Map 8 as proposed priority improvements will be operating at level-of-service F if improvements are <u>not</u> implemented by year 2005 (see Table 27).

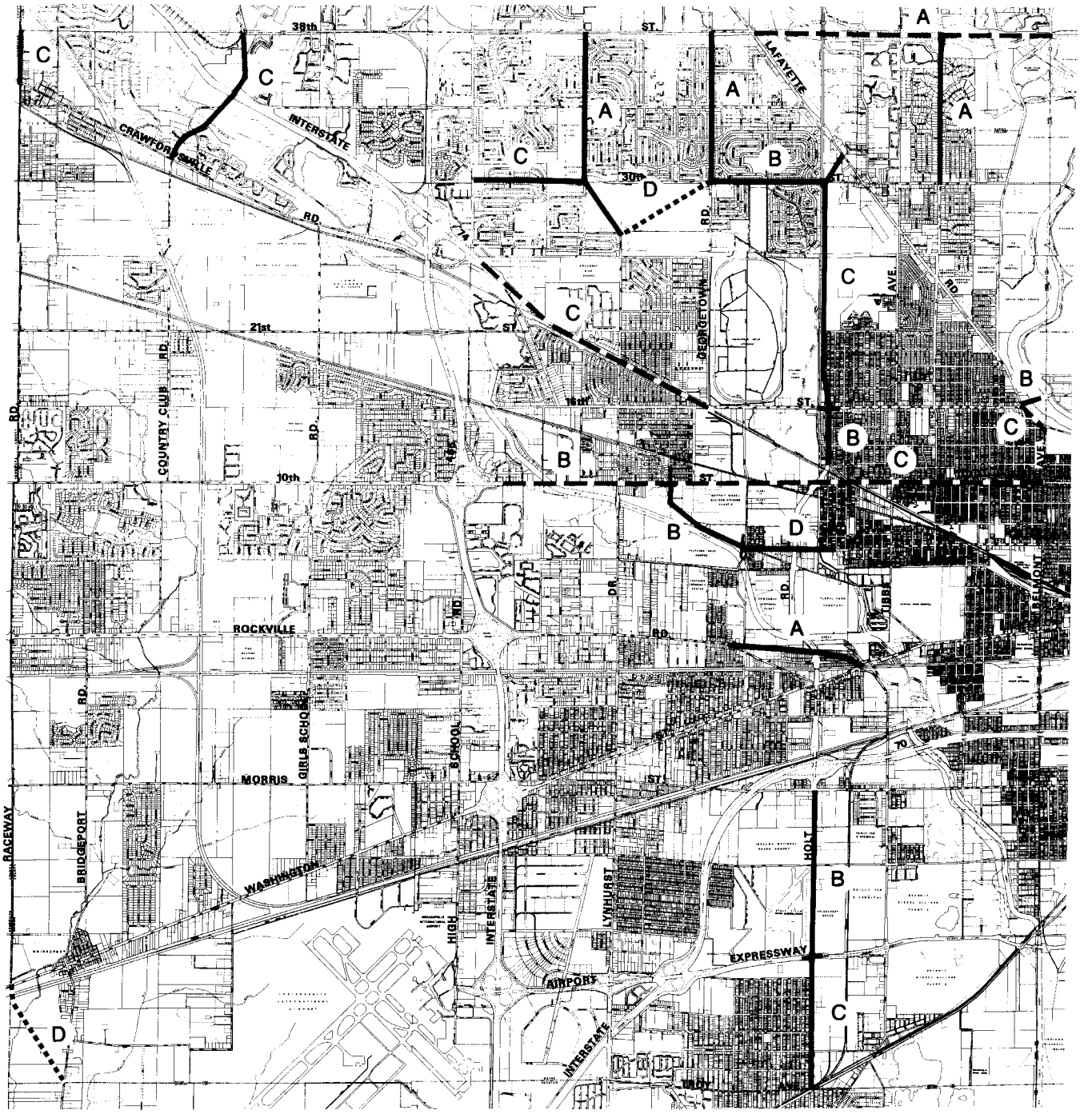
Projections for the year 2005 are based on a computer modeling program used by the Division of Planning.

TABLE 27

WAYNE TOWNSHIP LEVEL-OF-SERVICE (LOS) ANALYSIS (BY PERCENT OF TOWNSHIP THOROUGHFARE SYSTEM*)

Existing LOS (1992)		Future LOS (Year 2005)	
A-D	E-F	A-D	E-F
82%	18%	81%	19%

*There are 93.53 existing street miles on the Thoroughfare Plan within Wayne Township. Including proposed new street segments, there will be 97 street miles in the future.



WAYNE TOWNSHIP

MAP 8/THOROUGHFARE PLAN PRIORITY IMPROVEMENTS

THOROUGHFARE PLAN IMPROVEMENTS

NEW OR IMPROVED TO 2 LANES .....

NEW OR IMPROVED TO 4 LANES ———

NEW OR IMPROVED TO 6 LANES . — —

RECOMMENDED IMPLEMENTATION

1987-1991.....A
1992-1996.....B
1997-2001.....C
2002-2005.....D

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PLANNED IMPROVEMENTS

Transportation improvements are programmed through the Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP presents transportation improvements proposed by government and transportation agencies in the Indianapolis Urbanized Area. The basic objective of the IRTIP is to provide the best attainable coordinated transportation system.

There are two planning elements which provide the principal evaluation methods for programming projects in the IRTIP. The Long-Range Transportation Plan is a plan which recommends long range transportation objectives and facilitates improvements that increase the overall capacity of the Indianapolis Transportation System. The Transportation System Management Process System Report plans short-range objectives which address current trouble spots in the transportation system.

Table 28 presents a summary of the transportation projects proposed in Wayne Township during the 1993-1997 IRTIP program period. The IRTIP includes 1) Long-range Plan Improvements, 2) Transportation System Management Improvements, 3) Bridge Improvements, and 4) other improvements. The total projected cost of all projects proposed for Wayne Township during 1993-1997 period is $127,775,666. Of this, $126,275,666 (99%) is attributable to improvements at the Indianapolis International Airport. Many of the airport's improvements are eligible for federal Airport Improvement Program dollars as well as local funding. Thus, the airport does not compete with other Marion County roadway improvement projects for the same federal funding. Locations of the 38th Street roadway widening and airport improvements are shown on Maps 9 and 10.

TABLE 28

PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

1993-1997 IRTIP Road Widening (See Map 9)

93-DOT-1016	ROADWAY WIDENING
LOCATION:	West 38th Street, Lafayette Road to Industrial Road
DESCRIPTION:	Widening of existing 4 lane divided facility to a 6 lane divided roadway with auxiliary turn lanes including the bridge over Little Eagle Creek in 1993. This primary arterial has an A priority on the Thoroughfare Plan and has level of service F.
CONSTRUCTION:	Programmed for 1993
TOTAL AMOUNT:	$1,500,000

TABLE 28 (CONTINUED)
PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

1993-1997 IRTIP Indianapolis Airport Improvements (See Map 10)

93-IAA-1001	PROPERTY ACQUISITION
LOCATION:	Indianapolis International Airport Vicinity
DESCRIPTION:	Continued acquisition of property for airport development as recommended in the Airport Master Plan, and property included in the guaranteed purchase program as a result of the Noise Compatibility Plan.
ACQUISITION:	Programmed for 1993 through 1997
TOTAL AMOUNT:	$46,250,000

93-IAA-1002	NEW RUNWAY CONSTRUCTION
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Construction of a second new parallel runway on the north side of the airport, including environmental mitigation - Runway 5L-23R.
CONSTRUCTION:	Programmed for 1993 through 1995
TOTAL AMOUNT:	$58,705,666

93-IAA-1003	TRADE CENTER DEVELOPMENT
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Construction of utilities, grading, and drainage and access roads to Airport Trade Center in Northwest Quadrant.
CONSTRUCTION:	Programmed for 1993 through 1994
TOTAL AMOUNT:	$8,715,000

93-IAA-2001	CONCOURSE "D" EXPANSION & RENOVATION
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Addition of baggage claim areas in Concourse "D" for the USAir expansion.
CONSTRUCTION:	Programmed for 1993
TOTAL AMOUNT:	$1,770,000

TABLE 28 (CONTINUED)
PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

93-IAA-2002	CONSTRUCTION OF FIRE SAFETY FACILITY
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Construction of a satellite Fire Safety Facility near the future Runway 5L-23R. This is in response to a Federal mandate for a satellite facility.
CONSTRUCTION:	Programmed for 1994 through 1995
TOTAL AMOUNT:	$670,000

93-IAA-2003	CONSTRUCTION OF HUSH HOUSE
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Construction of an aircraft run-up enclosure facility ("hush house") to mitigate noise from engine run-up activity.
CONSTRUCTION:	Programmed for 1993 through 1994
TOTAL AMOUNT:	$3,330,000

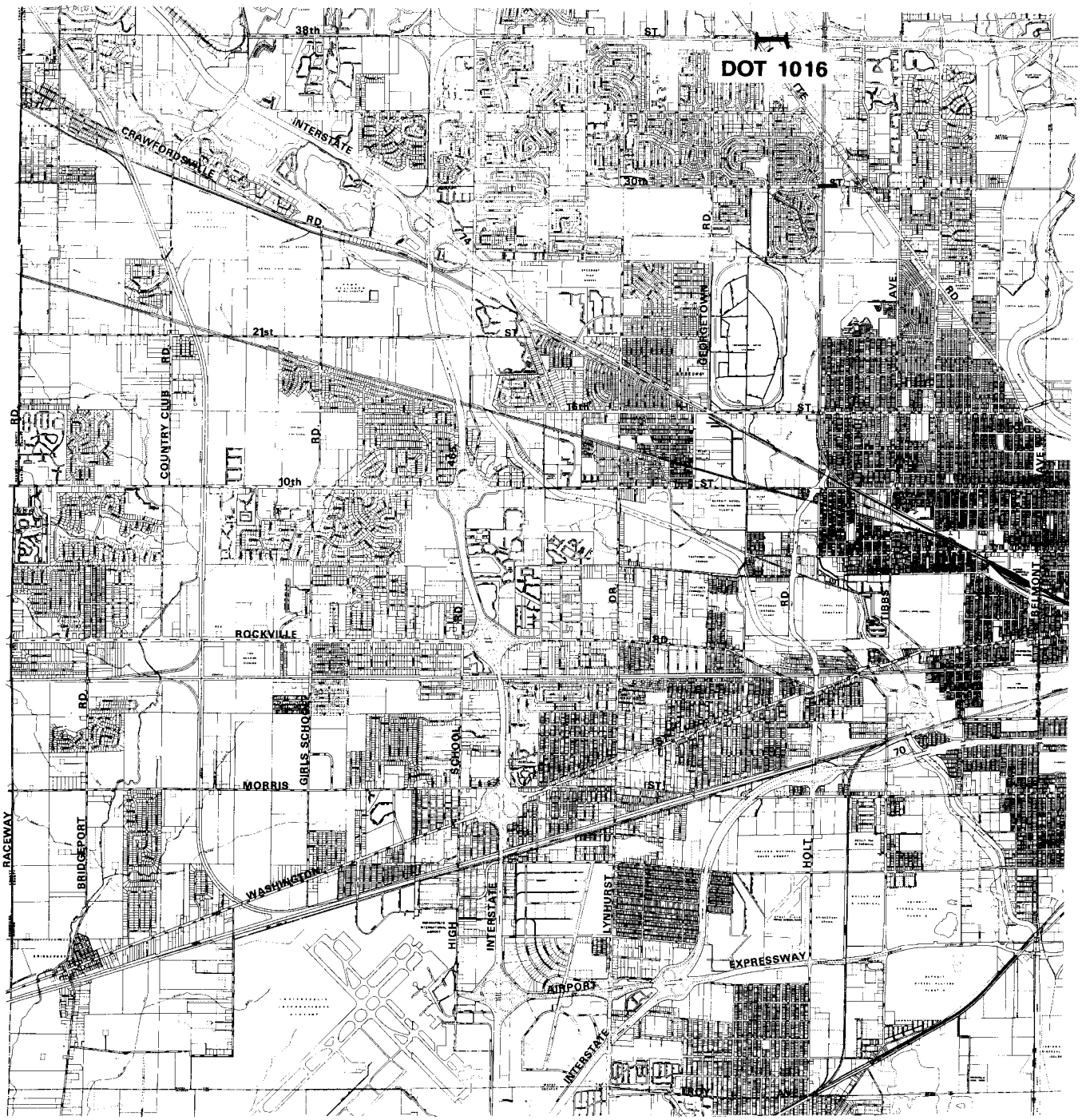
93-IAA-2004	UPGRADE TERMINAL MECHANICAL SYSTEMS
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Upgrade mechanical and HVAC systems in existing terminals.
CONSTRUCTION:	Programmed for 1993 through 1995
TOTAL AMOUNT:	$1,450,000

93-IAA-3004	EXPAND REMOTE PARKING LOT
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Expansion of a remote parking lot for long-term surface parking purposes.
CONSTRUCTION:	Programmed for 1995 through 1996
TOTAL AMOUNT:	$1,000,000.

TABLE 28 (CONTINUED)

PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

93-IAA-3005	CONSTRUCT TAXIWAY FOR RUNWAY 14-32
LOCATION:	Indianapolis International Airport
DESCRIPTION:	Construction of an independent taxiway for cross Runway 14-32 to improve safety in aircraft operations.
CONSTRUCTION:	Programmed for 1995 through 1996
TOTAL AMOUNT:	$4,385,000



WAYNE TOWNSHIP

MAP 9/1993-1997 IRTIP ROAD WIDENING

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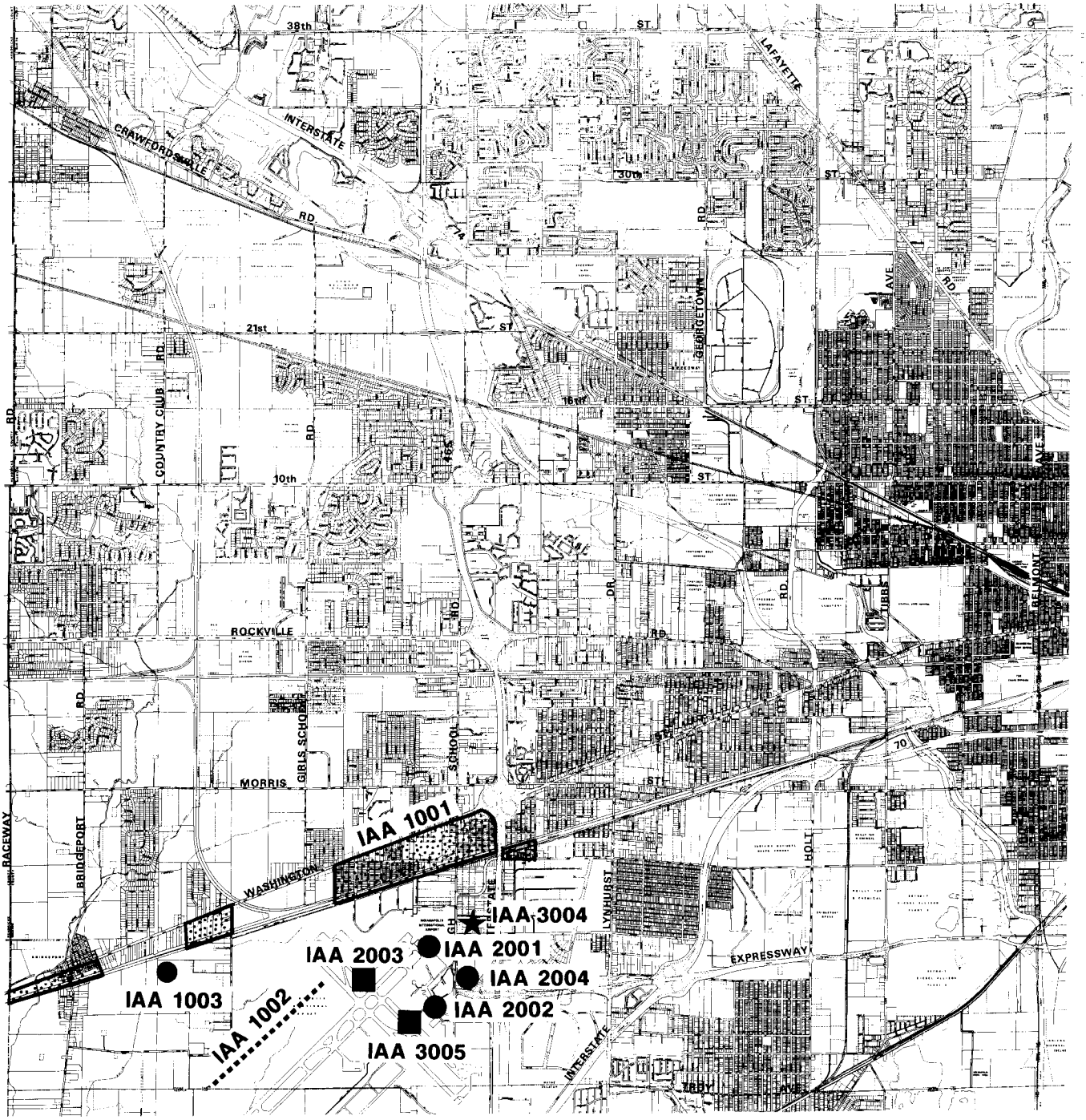

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MAP 10/1993-1997 IRTIP INDIANAPOLIS INTERNATIONAL AIRPORT IMPROVEMENTS

- ■ RUNWAY & RELATED CONSTRUCTION/ IMPROVEMENTS
- ● BUILDING CONSTRUCTION/IMPROVEMENTS
- ★ ROAD/PARKING CONSTRUCTION
- ▩ PROPERTY ACQUISTION

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CHAPTER 7

WAYNE TOWNSHIP SCHOOL SYSTEMS, PUBLIC SAFETY SERVICES AND PARKS

SCHOOL SYSTEMS

Three public school districts are contained in Wayne Township: the Metropolitan School District (M.S.D.) of Wayne Township, Speedway Schools and a portion of the Indianapolis Public School District (I.P.S.). The I.P.S. District lines basically coincide with the former incorporated Indianapolis City limits. Seven I.P.S. elementary schools and two I.P.S. high schools serve this area. A total of 14 schools (one high school, three junior high schools, and 10 elementary schools) are currently operating within the M.S.D. of Wayne Township. Speedway Public Schools operate four elementary schools, one junior high and one high school. Also, nine private schools are located within Wayne Township (see Map 11).

Overcrowding has begun to occur within the M.S.D. of Wayne Township elementary and junior high schools. To compensate for this overcrowding, Wayne Township school officials plan to construct a new elementary school at 7500 West 34th Street.

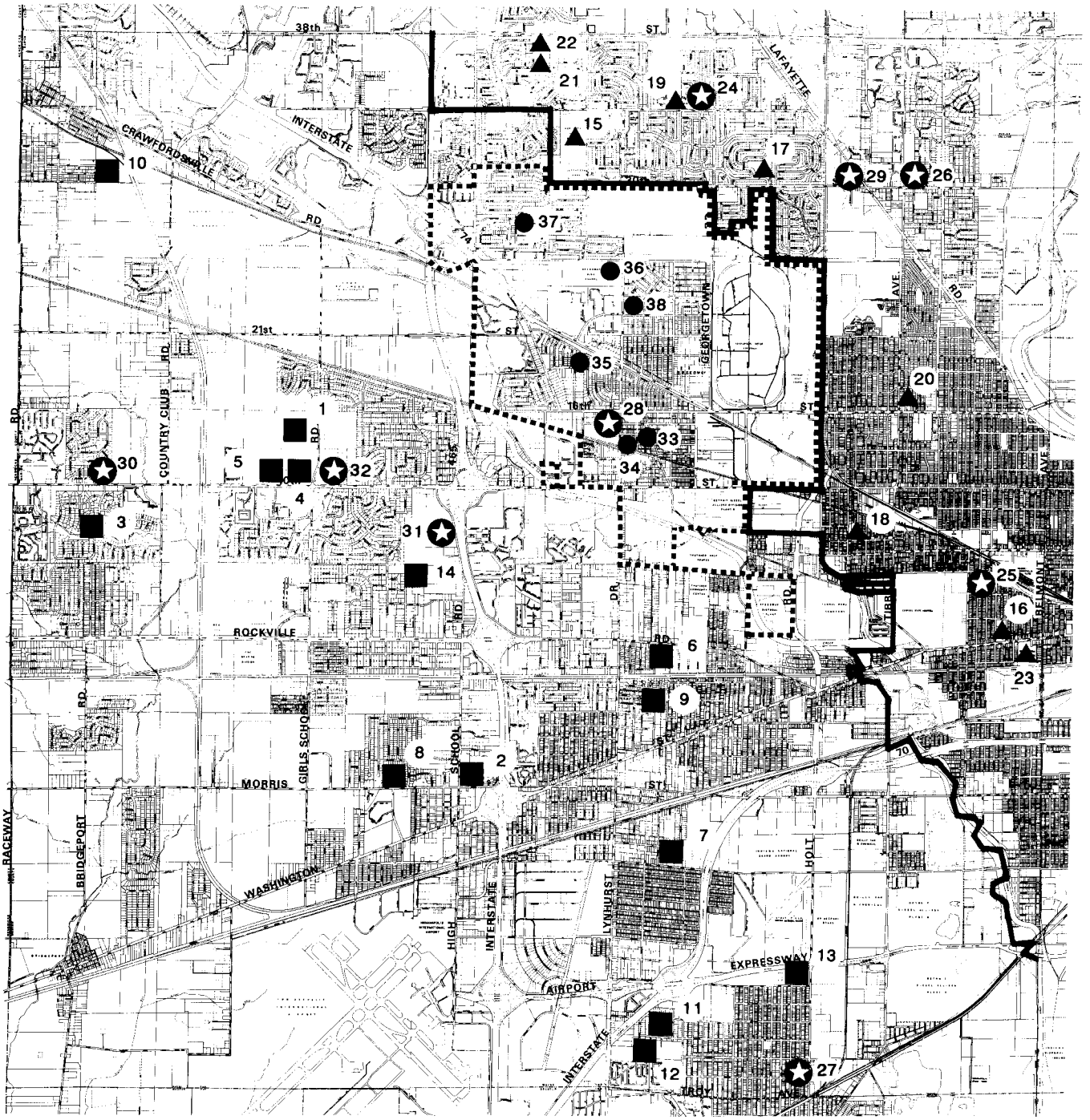
Seven Indianapolis Public School System elementary schools are located within Wayne Township. One of these schools, number 90, has been over capacity for the last five years. The IPS school system is considering a Select Schools Program to allow more flexibility in schooling children.

In the Speedway School system, Carl G. Fisher School #1 and Arthur C. Newby School #2 are very near capacity. All of the other schools' enrollments are nearing capacity.

PUBLIC SAFETY

Wayne Township public safety services are comprised of fire protection services, police protection services, and emergency medical services.

Fire protection services are provided by several different departments cooperating throughout the township through either specific contracts or "mutual aid" agreements (see Map 12). Most areas of the township are serviced by the Wayne Township Volunteer Fire Department. Township stations include:



WAYNE TOWNSHIP
MAP 11/SCHOOL LOCATIONS

WAYNE TOWNSHIP SCHOOLS

1. BEN DAVIS HIGH
2. BEN DAVIS JUNIOR HIGH
3. CHAPEL GLEN ELEMENTARY
4. CHAPELWOOD ELEMENTARY
5. FULTON JUNIOR HIGH
6. GARDEN CITY ELEMENTARY
7. MAPLEWOOD ELEMENTARY
8. McCLELLEND ELEMENTARY
9. RHOADES ELEMENTARY
10. ROBEY ELEMENTARY
11. SANDERS ELEMENTARY
12. SOUTH WAYNE JUNIOR HIGH
13. STOUT FIELD ELEMENTARY
14. WESTLAKE ELEMENTARY

INDIANAPOLIS PUBLIC SCHOOLS

15. NORTHWEST HIGH
16. #50
17. #61
18. #67
19. #79
20. #90
21. #96
22. #108
23. WASHINGTON HIGH

PRIVATE SCHOOLS

24. EAGLEDALE CHRISTIAN
25. ALL SAINTS CATHOLIC
26. CARDINAL RITTER HIGH
27. SAINT ANN'S
28. SAINT CHRISTOPER CATHOLIC
29. SAINT MICHAEL'S
30. WESTSIDE CHRISTIAN
31. INDIANAPOLIS CHRISTIAN WESTLAKE CAMPUS
32. CHAPELWOOD CHRISTIAN

SPEEDWAY PUBLIC SCHOOLS

33. CARL G. FISHER #1
34. SPEEDWAY JUNIOR HIGH
35. ARTHUR C. NEWBY #2
36. SPEEDWAY SENIOR HIGH
37. FRANK H. WEELER #4
38. JAS. A. ALLISON

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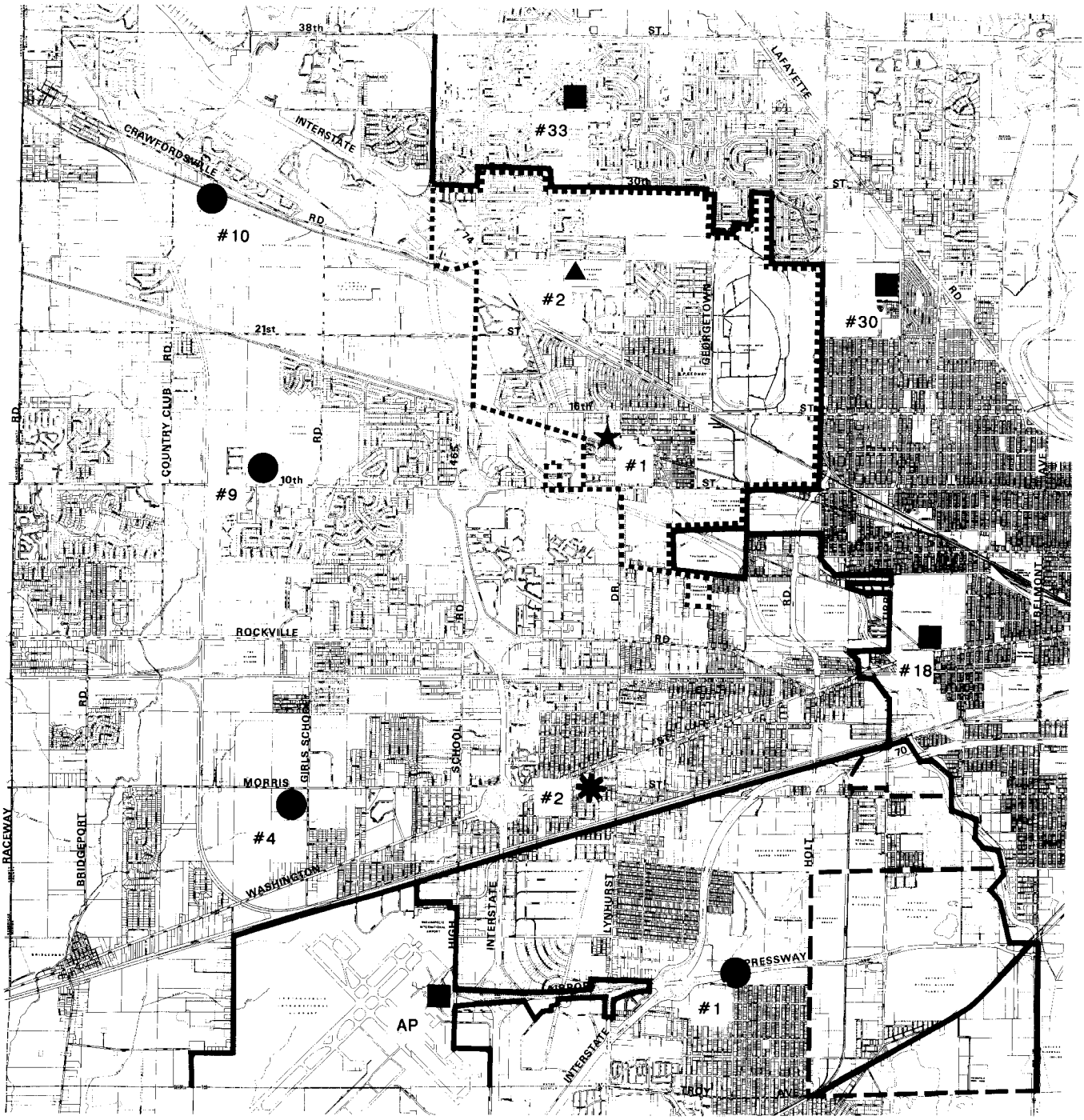

WAYNE TOWNSHIP

MAP 12/FIRE & POLICE STATIONS/DISTRICTS

CITY OF INDIANAPOLIS
TOWN OF SPEEDWAY
WAYNE TOWNSHIP FIRE DISTRICT/MARION COUNTY SHERIFF DISTRICT

BOUNDARY
- FIRE
- POLICE
- COMBINED

REMAINDER OF TOWNSHIP

FIRE STATIONS

COMBINED FIRE & POLICE STATION

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Station 1, 4302 W. Bradbury
Station 2, 5401 W. Washington Street
Station 4, 7301 W. Morris Street
Station 9, 7606 W. 10th Street
Station 10, 7981 Crawfordsville Road

All five stations provide basic life support services. Wishard Hospital provides ambulance service. Medical service units are located at Stations 2 and 9. These units provide advanced life support when needed.

The Town of Speedway operates two fire stations. The station locations are:

Station 1, 1410 N. Lynhurst Drive
Station 2, 5639 W. 25th Street

Emergency medical services for the Town of Speedway are provided by the Speedway Fire Department from both stations.

The City of Indianapolis operates three fire stations in the Township:

Station 18, 3130 W. Washington Street
Station 30, 2444 N. Tibbs Avenue
Station 33, 3430 Moeller Road

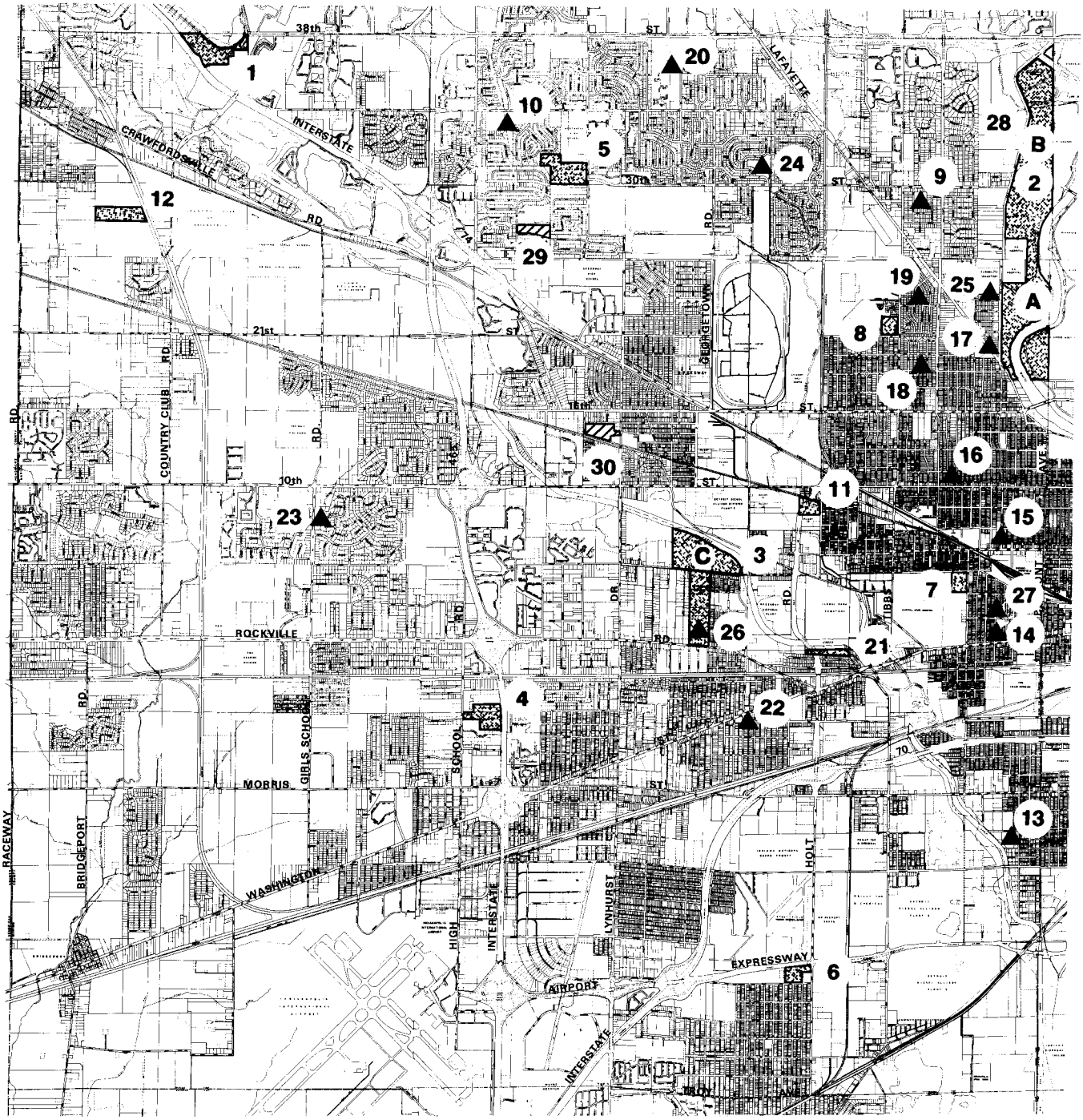
The City jurisdiction includes the former incorporated city limits of Indianapolis. All three Indianapolis Fire Department stations respond on the scene with emergency services (fire, Emergency Medical Service, and special rescue). Transport is provided by Wishard Ambulance Service.

The Indianapolis International Airport is served by its own fire station located at 2500 South High School Road.

Police protection services basically follow the same jurisdictional lines as fire protection. The Indianapolis Police Department (IPD) is responsible for the Indianapolis City area, the Marion County Sheriff's Department serves the unincorporated portions of the township, and the Town of Speedway Police Department serves the incorporated Town of Speedway. Since police patrols are mobile and roving, only two physical facilities are located and maintained in the township. They are the IPD westside roll call site at 551 North King Street and the Town of Speedway police station at 1410 North Lynhurst Drive.

PARKS AND RECREATIONAL AREAS

Wayne Township contains thirty public parks with a total of approximately 500 acres (see Map 13). Two of Wayne Township's parks, Riverside and Thatcher, feature golf courses.



WAYNE TOWNSHIP
MAP 13/PARKS AND RECREATIONAL AREAS

EXISTING INDIANAPOLIS PARKS

REGIONAL
1. Eagle Creek
2. Riverside

COMMUNITY
3. Thatcher
4. Krannert
5. Gustafson

NEIGHBORHOOD
6. Stout Field
7. Max Bahr
8. Tibbs & 21st
9. Moreland
10. Faculty Drive (School 107)
11. Olin
12. Robey

SUB-NEIGHBORHOOD
13. Ross-Claypool
14. Hawthorne
15. Haughville
16. Denver
17. Municipal Gardens
18. Centennial & 20th
19. Centennial & Groff
20. Bowman
21. Ridenour
22. Christine Oaks
24. Patricia

SPECIAL FACILITIES
25. Memorial Grove
26. Chuck Klein Sports Center
27. Miniature Park
28. Wilber Shaw Hill

INDIANAPOLIS PUBLIC GOLF COURSES
A. Coffin (18 holes)
B. Riverside (18 holes)
C. Thatcher (9 holes)

SPEEDWAY PARKS
29. Meadowood
30. Leonard

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There are four special parks in Wayne Township: Memorial Grove, Miniature Park, Wilbur Shaw Hill (better known as Soap Box Hill), and the Chuck Klein Sports Complex. Special parks occupy almost 32 acres of Wayne Township's public park land.

Wayne Township is fortunate to be served by three community parks: Thatcher Park, Krannert Park, and Gustafson Park. The purpose of these community parks is to provide a major recreation area with organized programs which can accommodate intensive use and yet contain open space.

A small part of Eagle Creek Park (a regional park consisting of 4,500 acres) is located in the northwest corner of the township. Wayne Township also contains the Major Taylor Velodrome.

In comparison to the other eight townships in Marion County, Wayne Township has the third highest population (15.7% of the Marion County total) and the fifth highest park acreage (4.9 percent of the Marion County total). In terms of park acreage per thousand people, Wayne Township ranks seventh, with 3.8 acres per thousand people. The Marion County average is 12.1 acres per thousand people.

In terms of its share of City of Indianapolis park facilities, Wayne Township's parks include four of the City's 17 pools, three of the City's 17 recreation centers, and three of the City's 12 golf courses.

CHAPTER 8

DEVELOPMENT DETERMINANTS IN WAYNE TOWNSHIP

A number of natural and man-made factors contribute to the amount, type, and direction of development in a community. These factors are called growth determinants. Seven growth determinants (soils, sanitary sewer system, drainage system, flood hazard areas, water service, gas service, and electrical service) are described in this chapter. The eighth determinant, the Indianapolis roadway system, is described separately in Chapter 6.

SOILS

In developing portions of Marion County, a fundamental factor to be considered prior to urban development is the soil's capability to accommodate development with a minimum of adverse economic and environmental consequences.

In 1969, a Soil and Water Conservation District (SWCD) was established in Marion County to promote soil and water conservation. The SWCD receives technical assistance from the United States Department of Agriculture, Soil Conservation Service. One of the major accomplishments of the district was the identification and mapping of soils within Marion County (completed in 1974). All soils were rated for urban development potential according to their suitability for a septic tank absorption field and a structural foundation. Slight, moderate, and severe soil limitations are defined as follows:

slight:	soils are favorable and limitations are minor and easily overcome;
moderate:	soils are unfavorable but limitations can be overcome by special planning and design; and
severe:	soils are so unfavorable that special designs or intensive maintenance is required.

These soil ratings primarily depend on soil characteristics such as shrink/swell potential, shear strength, and soil compressibility.

Limitations of Soils Data

1. The soils data provided by the SWCD does not eliminate the need for on-site testing, evaluation, and planning before design and construction takes place on a specific site.

2. Soil areas too small to delineate (generally, less than two acres) may occur within another soil mapping area. Therefore, more detailed site evaluation is required if small sites are to be developed.

3. Through the application of proper design and construction techniques, it is possible to overcome many of the limitations of a soil for a specific use.

Charting and Mapping of Soils

The 24 different soil types identified in Marion County can be grouped into four major soil associations. When the soils are grouped into only four associations some of the detail is sacrificed. However, such groupings are useful in presenting an overall picture of the township's soil characteristics. This generalized picture is important for broad planning purposes such as planning a transportation corridor, recommending development densities, or comparing geographic areas. Map 14 shows Wayne Township's generalized soil associations. On the next page, Table 29 lists each soil association's characteristics that slightly or severely limit development. Table 29 also identifies the percentages for the four major soil associations found in Marion County and in Wayne Township.

The percentages of the various soil associations found in Wayne Township differ greatly from the overall county percentages. Wayne Township contains much higher percentages of Urban Land-Fox-Ockley and Genesee-Sloan and a much lower percentage of Crosby-Brookston than the rest of the county. Seventy percent of Wayne Township's soils have characteristics that severely limit the use of septic systems.

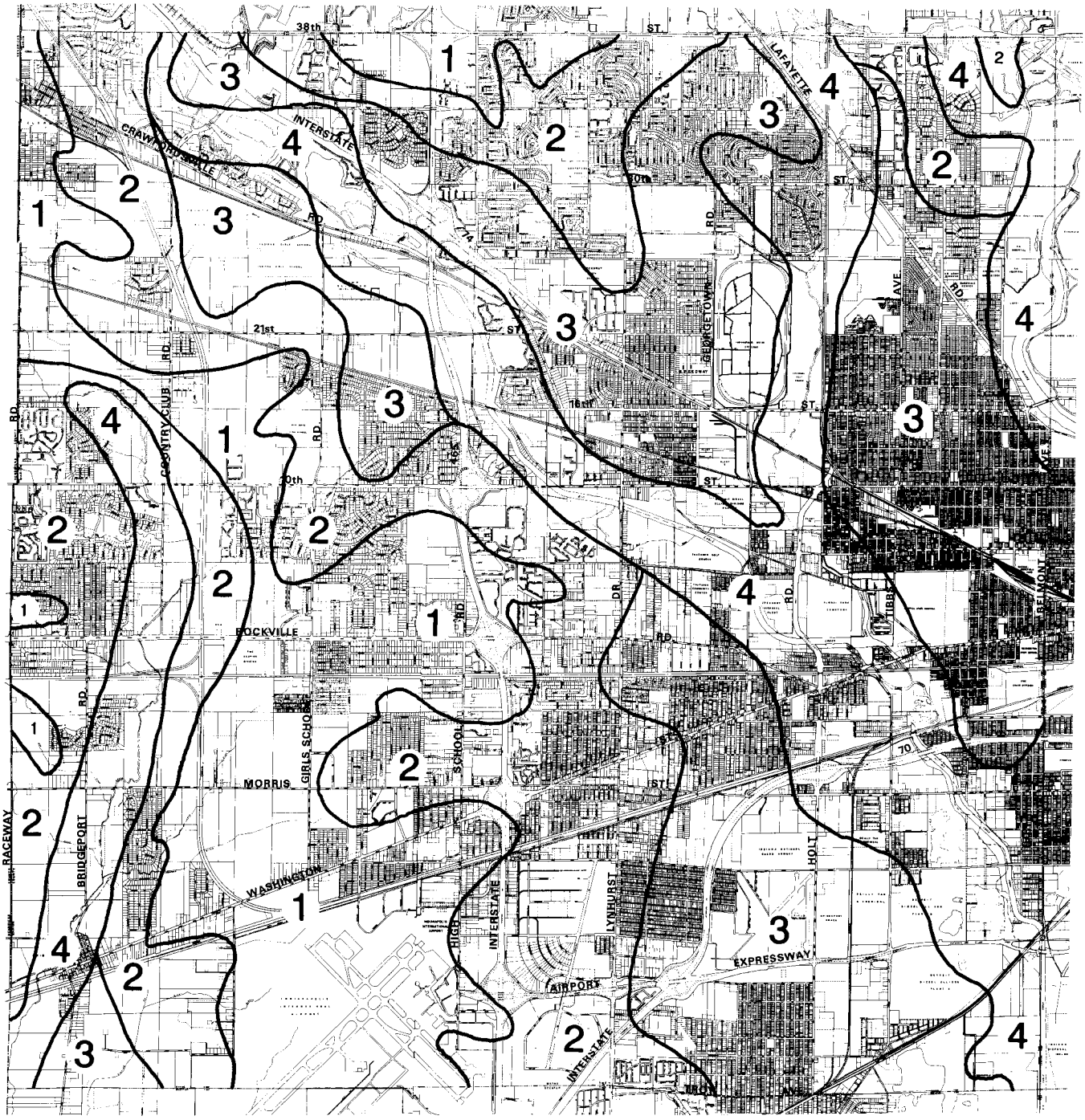
Overcoming these severely limiting soil characteristics requires sanitary sewer service and efficient stormwater removal. Sanitary sewers are essential in areas with wet, poorly drained soils because these areas are more likely to experience septic system failure. Storm sewers are also necessary where subsurface drainage outlets are inadequate or nonexistent.

SANITARY SEWER SYSTEMS

The availability of sanitary sewers is a key factor affecting the rate and type of growth in portions of Marion County. In Wayne Township, sanitary sewers are essential due to the unsuitability of the soils to accommodate the wastewater from a septic system (see Map 15). Potential problem areas are those that are not served by sewers and have soils that severely limit the effectiveness of septic systems.

Influence of Soil Types

About three-fourths of Wayne Township is served by sewers. All the other developed areas rely on septic sewage systems. The most common soil association in Wayne Township is Urban



WAYNE TOWNSHIP

MAP 14/GENERAL SOIL ASSOCIATIONS

1. CROSBY-BROOKSTON *
2. MIAMI-CROSBY *
3. URBAN LAND-FOX-OCKLEY
4. GENESEE-SLOAN *

SOURCE: USDA Soil Conservation Service

*These soil types severely limit the use of septic systems, and may be a constraint to some types of development.

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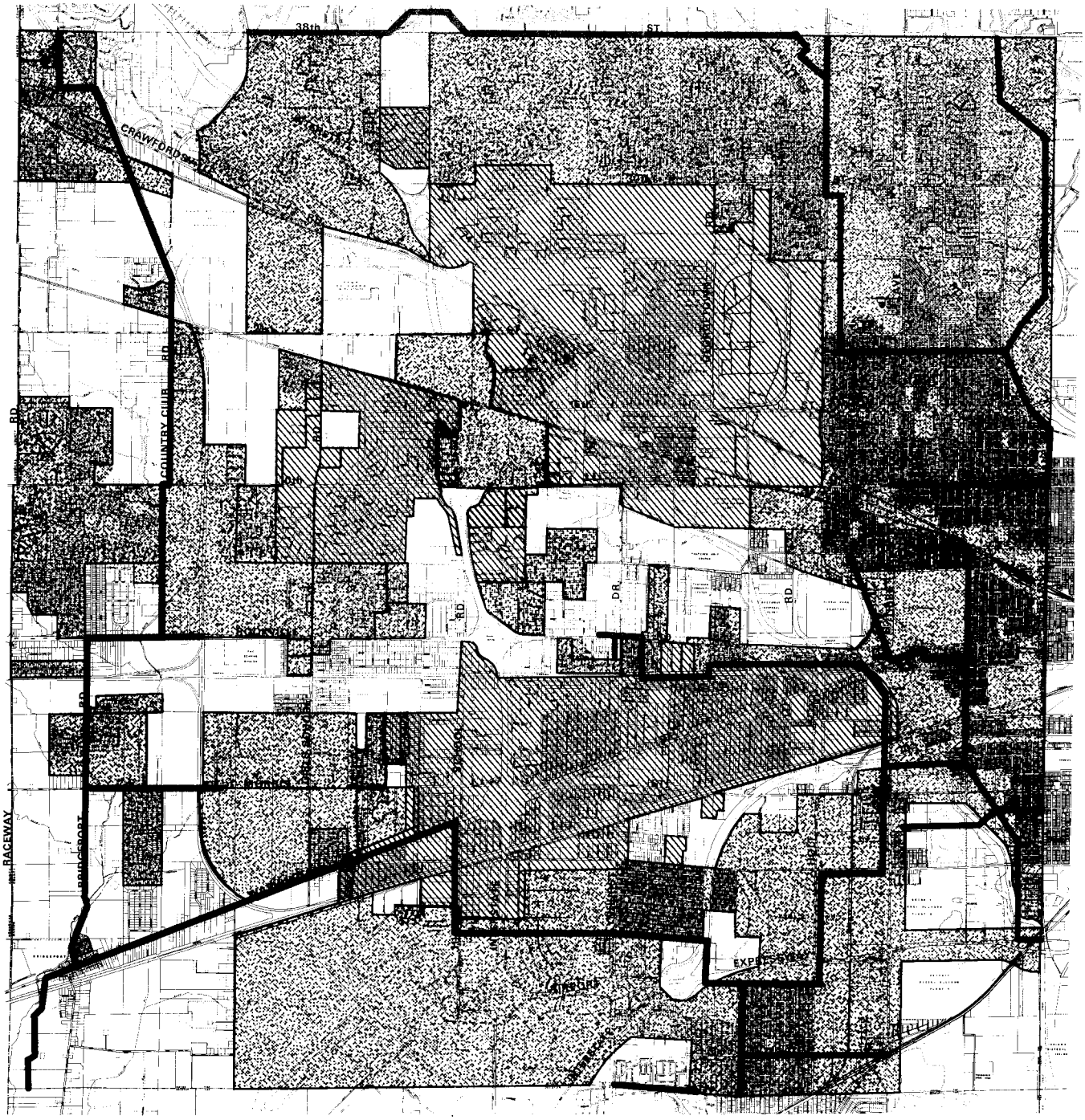
TABLE 29
SOIL ASSOCIATIONS FOR MARION COUNTY AND WAYNE TOWNSHIP

Soil Association	Percent of Marion County	Percent of Wayne	Limiting Characteristics	Septic Systems
1. Crosby-Brookston	40%	17%	Poorly drained, wetness, ponding	severe
2. Miami-Crosby	30%	25%	Wetness, erosion, ponding	severe
3. Urban Land-Fox-Ockley	18%	30%	Poor filter, erosion	slight
4. Genesee-Sloan	12%	28%	Flooding, wetness, poorly drained	severe



WAYNE TOWNSHIP

MAP 15/SEWER SERVICE 1991

EXISTING INTERCEPTORS

INDIANAPOLIS SANITARY DISTRICT

OTHER SANITARY DISTRICTS

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Land-Fox-Ockley (30% of Wayne Township). This soil is rated "slight" in terms of appropriateness for septic systems (a better rating than "severe"). The following soil types found in Wayne Township are rated "severe" for septic systems: Crosby-Brookston, Miami-Crosby, and Genesee-Sloan. Crosby-Brookston soils carry severe limitations because of the presence of clay and high seasonal water tables. Both of these forces prevent soils from absorbing septic system waste. The resulting condition is sewage remaining on or near the surface of the ground where it can easily endanger the health of residents.

Miami-Crosby soils are rated severe for septic systems because of wetness and erosion. These soils also have a high clay content and a high water table and are sometimes steeply sloped. This results in ponding water after a storm. The surface water saturates the soil, which keeps the soil from absorbing septic system waste.

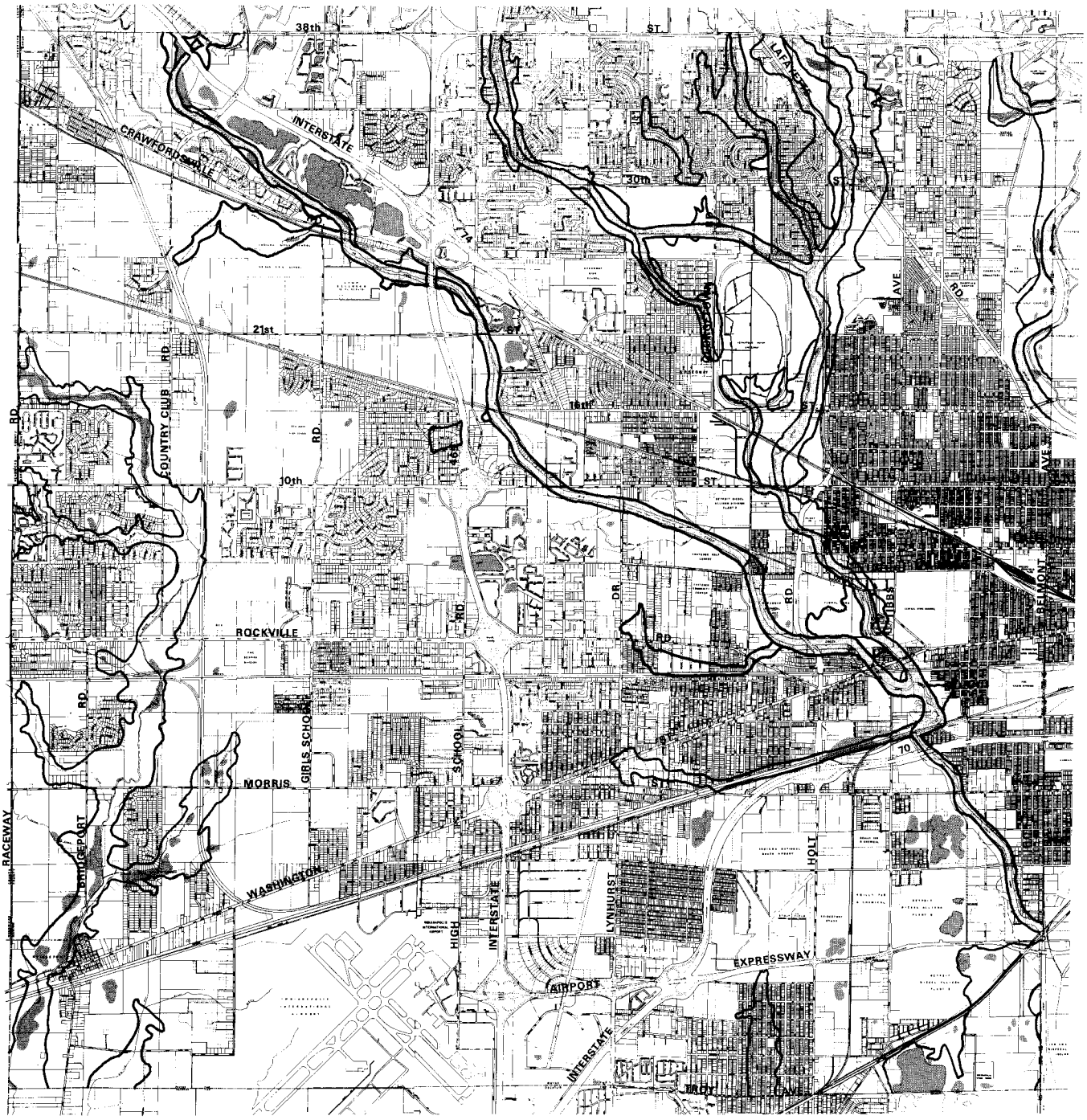
The final soil type, Genesee-Sloan, makes up 28% of the township's soils. This soil type is found in floodplain areas near streams (see Map 16). If flooding occurs, septic systems situated in these soils will fail. As the floodwaters recede, they transmit the sewage into nearby streams and eventually into Eagle Creek and the White River.

DRAINAGE

Because most of Wayne Township's soils have poor drainage characteristics, development requires efficient stormwater removal. Storm sewers are necessary where surface drainage outlets are inadequate or nonexistent.

A number of areas in Wayne Township have experienced or are experiencing drainage problems. Among the most notable of these areas is the Ben Davis Conservancy District (see Chapter 1, p. 3). According to the Department of Public Works staff, areas where complaints are more frequent include Mars Hill, Chapel Bend, Farley Creek, and the areas near 4200 West Rockville Road and 3600 North Monninger. Drainage problems in Wayne Township, however, are not limited to these areas.

In areas of Marion County (and Wayne Township) where stormwater drainage systems are separate from sanitary sewer systems, the Department of Public Works is having to devise and implement a stormwater management program which lowers pollution levels in the stormwater system. The National Pollution Discharge Elimination System (NPDES), as administered by the U.S. Environmental Protection Agency, requires the City of Indianapolis (excluding Speedway) to submit an application for a five-year stormwater permit. Consequently, with the help of consultants, the Department of Public Works is identifying and mapping existing land uses and watersheds and is monitoring pollution levels at designated sites. As a result of NPDES, it is likely that new development will have to control not only the quantity of stormwater runoff from a site, but the quality as well.



WAYNE TOWNSHIP

MAP 16/ GENERALIZED FLOODPLAINS

FLOOD PLAIN

WETLAND

FLOODWAY

SOURCES:

U.S. Fish and Wildlife Service National Wetland Inventory, 1990
Federal Emergency Management Agency Flood Insurance Maps, 1988

The preparation of this map
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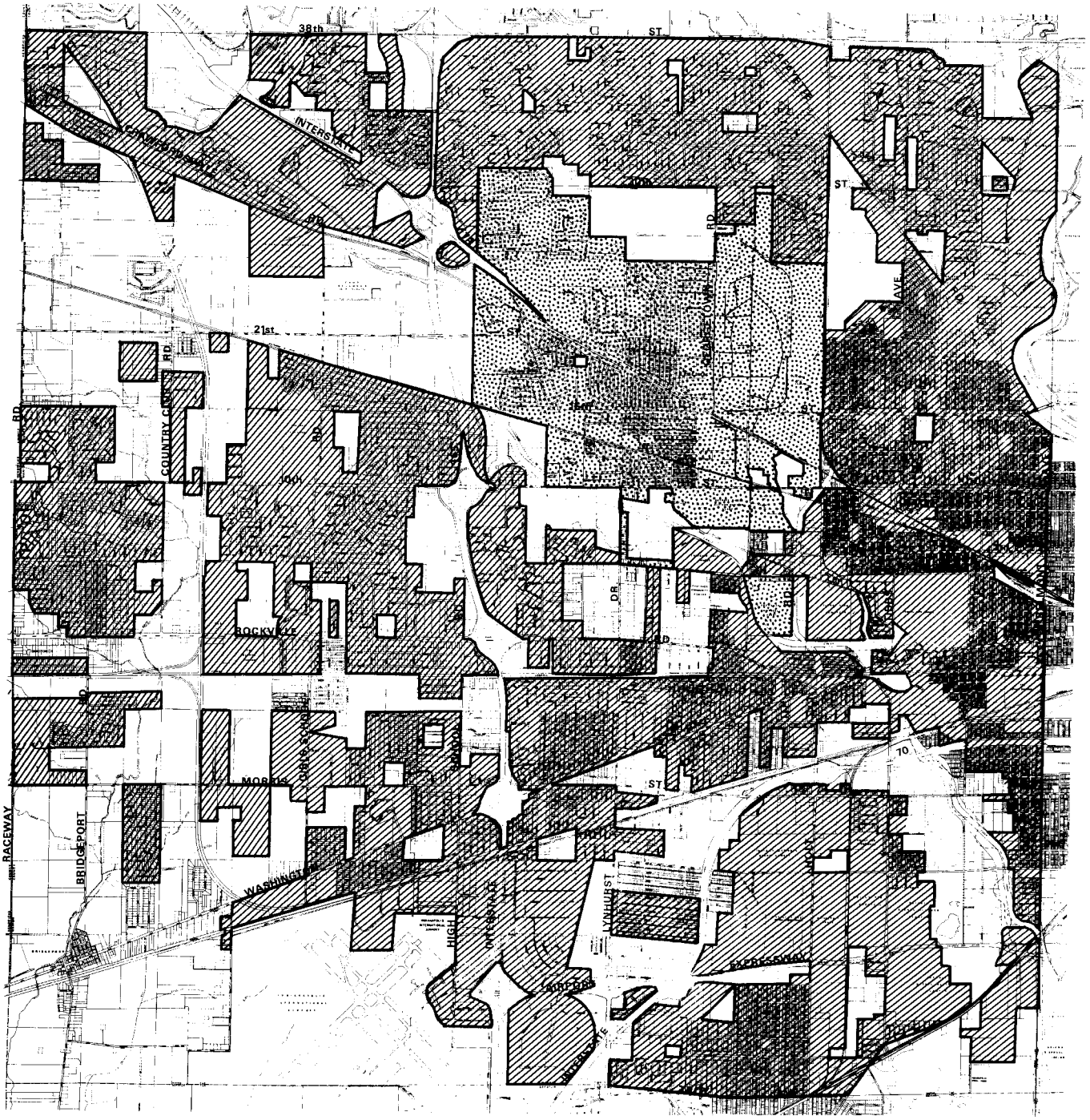
Division of Planning
Indianapolis-Marion County, Indiana



WAYNE TOWNSHIP

MAP 17/WATER SERVICE 1992

INDIANAPOLIS WATER DISTRICT

SPEEDWAY WATER DISTRICT

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Indianapolis-Marion County, Indiana

UTILITIES

The availability/accessibility of services such as water, sewer and electricity affect the rate and type of development in a township.

Water Service

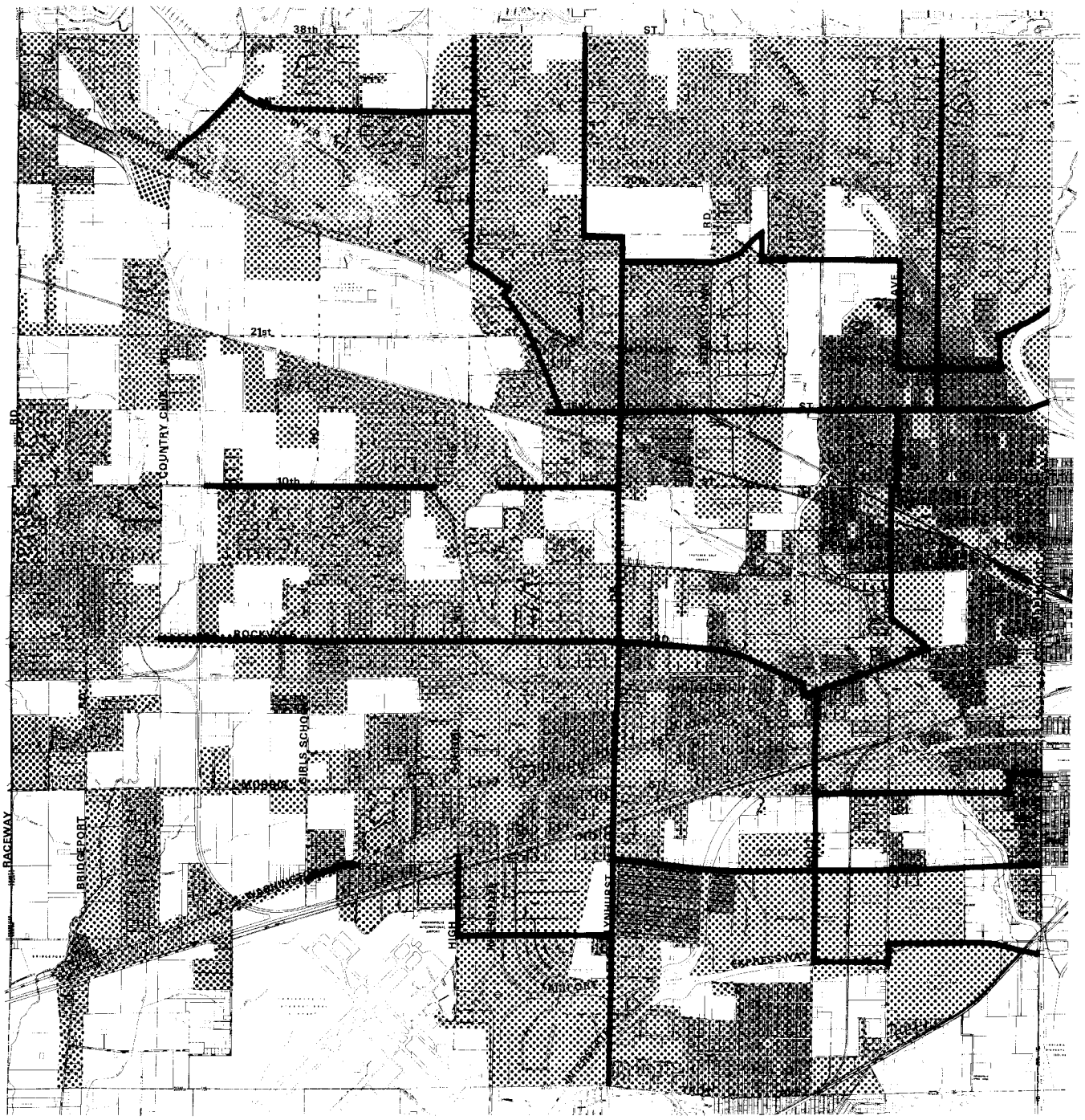
Almost all of Wayne Township is serviced by either the Indianapolis Water Company or the Town of Speedway Water Works. Because of its widespread availability, water is not considered a development constraint within Wayne Township (see Map 17, p. 118).

Electrical Service

Electricity is available throughout the township and is not considered a deterrent to development.

Gas Service

Most of Wayne Township is served with natural gas. Main lines are readily accessible for those areas not currently served. Gas service is not a development deterrent (see Map 18).



WAYNE TOWNSHIP

MAP 18/GENERALIZED GAS SERVICE 1992

Natural Gas Mains (12" or Larger)

Gas Service Area

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Indianapolis-Marion County, Indiana

CHAPTER 9

PROJECTED CHARACTERISTICS OF WAYNE TOWNSHIP

One of the purposes of this document is to provide a picture of Wayne Township's future in terms of its socioeconomic characteristics. This section includes the estimation of population and employment within Wayne Township by utilizing land use maps, housing starts and losses data, and various U.S. Census materials. Using these sources, projections of social and economic indicators were made to create an image of Wayne Township as it would exist if currently vacant land were developed as recommended by the 1984 Comprehensive Plan. These projections are also based on the assumption that all existing uses and buildings on developed land would remain intact.

The residential element of Wayne Township's future will be presented through estimates of future housing stock, number of households, and total population. The commercial element will be identified via projections of office and retail employment, total acreage of land committed to office and retail uses, and the total square footage of building space devoted to those uses. Projections of industrial employment and land use will be similarly presented.

METHODOLOGY

The first step to generate the following forecasts was to determine the acreage devoted to existing land uses through the interpretation of aerial photographs. The land use information was transposed onto township maps, and the total acreage committed to each land use classification was calculated. The land use forecasts were then determined by adding the recommended land use acreage for all the remaining vacant parcels, as presented in the 1984 Comprehensive Plan, the underlying assumption being that all undeveloped land will develop in accordance with the 1984 Comprehensive Plan.

The residential element of these projections was determined by multiplying the 1992 existing housing density (average number of units per acre) for both the single-family and multi-family categories to the corresponding acreage of vacant land planned for each. Thus, an estimated future increase in number of units for each category was calculated. The sum of the estimated change and the total number of existing units provides a projection of total single-family and total multi-family housing units at the point of full development for Wayne Township.

The future commercial and industrial characteristics of Wayne Township were estimated by applying an assumed average building square footage per acre to each category's total acreage. The figure was determined for Pike Township in 1987, and was judged to be a reasonable approximation of the average figure for future construction in Wayne Township. The total number of undeveloped acres recommended for office, retail and industrial use by

the 1984 Comprehensive Plan were then converted to square footage of built-up space. The density (building square footage per acre) of existing commercial and industrial development was assumed to remain constant. These projections of total building space then provided a basis from which to estimate future employment.

Residential Characteristics

If Wayne Township were to realize full development in the manner suggested by the 1984 Comprehensive Plan, it would experience a 30% increase in total housing units over what existed in 1992. Using the methodology described above, Wayne Township could absorb another 16,860 units, while maintaining current densities, under the full development scenario presented by the 1984 Comprehensive Plan.

The Comprehensive Plan would provide for an additional 8,320 units of single-family and 8,540 units of multi-family. The proportion of total units which would be single-family therefore would decrease from 58% to 56%. The proportion of the housing stock which would be made up of multi-family housing would increase from 42% in the 1992 estimate to 44% in the case of full development.

An estimate of total households in Wayne Township is determined by multiplying the number of housing units by an assumed occupancy rate of 95%. This estimate is based on the actual occupancy rate in Wayne Township and other Marion County townships for 1987, as reported by the Postal Vacancy Survey. This does not take into account new construction or vacant and boarded (i.e., unlivable) structures. According to the U. S. Census, 50,983 households resided in Wayne Township in 1990. At full development, the number of households in Wayne Township would increase to 69,260 households.

Total population for Wayne Township in a state of full development is projected to be 155,800 persons, constituting a 19% increase over the 1990 U.S. Census Bureau figure of 125,699 persons. To reach this figure, the projected 69,260 total households were multiplied by an assumed average of 2.25 persons per household. The average assumed by the Division of Planning was the same as that used for other township forecasts. This is based on the assumption that as the county becomes fully developed, average household size will be similar.

Commercial and Industrial Characteristics

Full development as recommended by the 1984 Comprehensive Plan would result in an increase in commercial property of 296 acres in addition to the 1992 total of 1,509 acres. Retail is assumed to continue to account for 90% of Wayne Township's commercial land, and would therefore realize a 22% increase, from 1,365 acres in 1992 to 1,661 acres at full development. Offices would occupy an additional 33 acres of land, a 23% increase over the 1992 level. In terms of building square footage, retail commercial would experience an

increase of 2.47 million square feet, while office use would post a gain of 324,000 square feet.

In 1992, approximately 3,135 acres had an industrial use. Under the 1984 Comprehensive Plan's full development scheme, the addition of 1,300 acres would boost Wayne Township's industrial base 41% above 1992 levels in terms of developed acreage. Square footage of building space would also increase by 11.5 million square feet. This calculation excludes industrial development at the Indianapolis International Airport.

As the acreage devoted to commercial and industrial uses increases, Wayne Township's employment will also increase. Employment densities of one, two, and three persons per 1,000 square feet were assumed for industrial, retail commercial, and office commercial, respectively. By multiplying each of these assumed densities by its corresponding estimated future building square footage, an estimate of additional employment in the township is calculated for each category. Total employment would rise by roughly 17,500 persons. This large increase may be underestimated due to two factors. First, it does not include the employment generated by the United Airlines maintenance facility, located at the Indianapolis International Airport, which could add 6,300 employees. Second, an unusually low amount of vacant commercial land is assumed for construction as office uses.

RATE OF DEVELOPMENT

The projected residential and commercial full development characteristics of Wayne Township were based on the fixed number of acres and the recommendations contained in the adopted 1984 Comprehensive Land Use Plan. By applying densities and types of development historically found in Wayne Township to the fixed number of total acres, a future development mix was projected with a reasonable degree of certainty. Forecasting the following rates of development was done with somewhat less certainty.

Housing

To prepare a housing development rate, the 1960, 1970, 1980, and 1990 U.S. Census information was combined with the 1992 Wayne Township housing inventory previously estimated. Using these data, three annual housing production (or development) rates were derived:

* 32-year rate (1960-1992) . . . . . 841 units/year
* 22-year rate (1970-1992) . . . . . 926 units/year
* 12-year rate (1980-1992) . . . . . 507 units/year

By applying these rates to the additional 16,860 units projected for full residential development of Wayne Township, three possible development horizons were established:

* 16,860 units divided by 841 units/year = 20 years (year 2012)

* 16,860 units divided by 926 units/year = 18 years (year 2010)

* 16,860 units divided by 507 units/year = 33 years (year 2025)

The range of years for full residential development of Wayne Township is projected to be from 18 to 33 years; that is, total residential development of the township (given that future development rates will fall between 926 and 507 units per year) should be reached sometime between 2010 and 2025.

Commercial

The rate of development for commercial land was calculated separately for commercial retail and office space. Based on land use development trends in Wayne Township, commercial retail space was assumed to occupy 90% of the land recommended by the 1984 Comprehensive Plan for commercial uses. Office space was assumed to occupy the remaining 10%. The square footage of retail and office construction in Wayne Township was averaged for the years 1980 through 1991. On the average, 408,400 square feet of commercial retail building space was added to the township's total each year. By dividing this annual average into the additional 2,473,080 square feet of commercial retail development required to reach the full commercial development anticipated by the 1984 Comprehensive Plan, an estimated full development time horizon of six years is calculated. Office development has occurred at an average annual rate of 411,700 square feet per year. Given this rate, and with an additional 324,416 square feet of commercial office space yet to be developed, the space would be constructed in less than one year (within 10 months). Assuming that recent rates of commercial development remain relatively stable over the next decade, full commercial development (retail and office) of Wayne Township could occur by the year 1999.

Industrial

The projected development rate and full development horizon for the township's industrial sector were calculated in the same manner as the commercial projection. On average (based upon 1980-1991 data), 834,100 square feet of industrial construction occurred annually. By dividing this number into the estimated 11,570,000 square feet of industrial development still anticipated for Wayne Township, it is determined that complete development would occur in 14 years (2006).

PROJECTION SUMMARY

Wayne Township possesses some undeveloped tracts of land which can accommodate future development. In order to reach full development as proposed by the 1984 Comprehensive Plan, the township would experience a 30% increase in total housing units, a 21% increase in commercial development, and a 41% increase in industrial development. As a result, the number of households in Wayne Township would increase by 36%, and population by 24%. Employment is projected to increase by 17,500 persons. Projected rates of residential development would bring Wayne Township to full development by the year 2010. Commercial and industrial development rates suggest a much closer horizon -- 1999 to 2006.

The projected horizons for full development of Wayne Township are very close, ranging from seven to 33 years in the future. However, it is important to remember that these projections are based on current rates of development and those of the recent past. The township's rate of development is actually more likely to decrease to some extent as the area begins to approach full development. As the area continues to develop, vacant land will become more scarce and increasingly encumbered with constraints to development, making land more expensive both to acquire and to develop. As a result, infill development of the remaining vacant land will take longer than the earlier development. Consequently, the two more distant horizons (2010 and 2025) present a more realistic estimate of the range of time during which full development of Wayne Township might be reached.

Elected Officials

Stephen Goldsmith, *Mayor*

City-County Councilors and Districts

Gordon Gilmer, 1
William Schneider, 3
Linda Beadling, 5
Stuart Rhodes, 7
Glenn Howard, 9
Rozelle Boyd, 11
Cory O'Dell, 13
Mary B. Moriarty, 15
Jeff Golc, 17
Kenneth Giffin, 19
Frank T. Short, 21
David Smith, 23
Dr. Philip Borst, 25
Ron Franklin, AL
Stephen R. West, AL

Dr. Beurt SerVaas, 2
William Dowden, 4
Elwood E. Black, 6
Randy Shambaugh, 8
Paul Jones, 10
Betty Ruhmkorff, 12
Z. Mae Jimison, 14
Maggie Brents, 16
Phillip Hinkle, 18
Timothy M. Mullin, 20
Susan Williams, 22
Beulah Coughenour, 24
Carlton E. Curry, AL
W. Tobin McClamroch, AL

Metropolitan Development Commission

William R. Brown
Jack Hall, M.D.
Mary Ann Mills
Julie P. Scott
James Wade, Jr.

James J. Curtis, Sr.
Lois J. Horth
Michael W. Rodman
Randolph L. Snyder

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Department of Metropolitan Development, Division of Planning

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Kira (Schmidt) Wauwie, AICP, Planner
Cynthia Cunningham, Planner
Jay Getz, Planner
Larry Carroll, Principal Planner

Phil Pettit, Drafting Superintendent
Darrell Walton, Draftsman
John Roberts, Draftsman
Kenneth Pearcy, Print Shop Manager
Burt Carter, Printer
Matthew Skelton, Intern

Participating Agencies

City of Indianapolis Departments:
Metropolitan Development
Parks and Recreation
Public Works
Transportation

Indiana Dept. of Natural Resources
Indiana Dept. of Transportation
Indiana Historic Landmarks Foundation
Indianapolis Water Company
Marion County Health Department